

# **Appendix A:**

## **Draft EIR Comment Letters**

TO THE

### **Responses to Comments**

### **901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street Project**

PLANNING DEPARTMENT  
CASE NO. 2011.1300E

STATE CLEARINGHOUSE NO. 2015022048



**SAN FRANCISCO  
PLANNING  
DEPARTMENT**

Written comments should be sent to:  
Sarah B. Jones Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103  
or [Sarah.B.Jones@sfgov.org](mailto:Sarah.B.Jones@sfgov.org)



# SAN FRANCISCO PLANNING DEPARTMENT

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September 21, 2015

Sarah B. Jones  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission Street, 4<sup>th</sup> 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 Ms. Jones,

On September 16, 2015, the Historic Preservation Commission (HPC) held a public hearing and took public comment on the Draft Environmental Impact Report (DEIR) for the proposed project at 901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street (2011.1300E). After discussion, the HPC arrived at the questions and comments below:

1. The scale and massing of the proposed project as currently proposed causes an impact to the eligible historic resource identified on the site (the Brick Office Building). The HPC recommended that the project be revised considering the criteria set forth in the Secretary of the Interior's Rehabilitation Standard No. 9 in regards to materials, scale and massing of the proposed adjacent new construction;
2. The HPC also recommended that the project sponsor consider revisions to the project that includes appropriate concepts, such as materials, scale and massing, from the Metal Shed Reuse alternative; and
3. The HPC requests that the proposed project be reviewed by the Architectural Review Committee prior to the EIR certification hearing.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Wolfram".

Andrew Wolfram, President  
Historic Preservation Commission

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

*Serious Drought.  
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September 24, 2015

SF280145  
SF-280-PM 6.8  
SCH# 2015022048

Mr. Chris Thomas  
Planning Department  
City and County of San Francisco  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

**901 16th Street and 1200 17th Street Project – Draft Environmental Impact Report**

Dear Mr. Thomas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed infill project would construct a new, approximately 402,943 gross square feet (gsf), six-story, “16th Street Residential Mixed Use Building”, with 260 dwelling units and 20,318 gsf of retail on the northern lot. The “17th Street Mixed Use Building” would construct a new four-story building, approximately 213,509 gsf, with 135 dwelling units and 4,650 gsf of retail on the southern lot. The project is within an approximate one half mile radius of major transit facilities and approximately 0.3 miles from the Interstate 280 (I-280) ramp intersections at Mariposa Street, Pennsylvania Avenue, and 18th Street. An elevated segment of I-280 also runs northeast of the project site.

The following comments are based on the Draft Environmental Impact Report (DEIR). We provide these comments consistent with the State’s smart mobility goals that support a vibrant economy, and build communities, not sprawl.

***Mitigation Responsibility***

- As the lead agency, the City and County of San Francisco (City) is responsible for identifying and ensuring the coordinated implementation of all project mitigations. The project’s fair share contribution, financing, scheduling, implementation responsibilities, as well as the identified lead agency contact and monitoring, should be fully discussed for all proposed mitigation measures.
- Caltrans requests further details of an updated timeline, financing, and implementation responsibilities of the signalization at the Mariposa Street and I-280 southbound on-ramp

intersection for our review. The DEIR states that the signalization of this intersection will be implemented by the Mission Bay South Infrastructure Plan and completed by December 2015 (pg. IV.A.41).

***Transportation Impact Fees***

We commend the DEIR's identification of Transit Impact Development Fees subject to this project and a discussion of the City's anticipated Transportation Sustainability Program. Given the project's contribution to area traffic and its proximity to I-280 and U.S. Highway 101, the project should contribute a sufficient allocation of fair share contributions toward multi-modal improvements and regional transportation projects. These contributions would be used to lessen future traffic congestion and improve transit in the project vicinity.

***Transportation Demand Management Plan***

The Draft TIS states the project will include a Transportation Demand Management Plan that will provide a comprehensive strategy to reduce estimated one-way vehicle trips by 10 percent (pg. IV.A.44). We commend the City's Mitigation Measure M-TR-2c, which provides a number of TDM strategies that will promote mass transit use thereby reducing regional vehicle miles traveled and traffic impacts. We further concur with the TDM Plan's required monitoring reports to demonstrate the strategies' effectiveness. This smart growth approach is consistent with MTC's Regional Transportation Plan/Sustainable Community Strategy goals of both increasing non-auto mode transportation, and reducing per capita vehicle miles traveled by 10 percent each.

***Transportation Management Plan***

Where traffic restrictions and detours affect State highways, a Transportation Management Plan (TMP) or construction Traffic Impact Study may be required of the City for approval by Caltrans prior to construction. Please ensure that such plans are also prepared in accordance with the TMP requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office of Traffic Management Plans/Operations Strategies at 510-286-4579. TMPs must be prepared in accordance with California *Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address:

<http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>.

Mr. Chris Thomas, City and County of San Francisco  
September 24, 2015  
Page 3

Should you have any questions regarding this letter, please contact Sherie George at 510-286-5535 or [sherie.george@dot.ca.gov](mailto:sherie.george@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

**From:** [Rodney Minott](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Cc:** [Wietgreffe, Wade \(CPC\)](#)  
**Subject:** Re: 901 16th / 1200 17th Street  
**Date:** Wednesday, August 19, 2015 6:33:06 PM

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Thanks.

Sent from my iPhone

On Aug 19, 2015, at 4:52 PM, Thomas, Christopher (CPC) <[christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)> wrote:

Hi Rod,

Sorry not to get back to you sooner. Right – PDR workspace is treated as office. To clarify a slight misstatement regarding 16th and Potrero sent to you in my email yesterday, new data was collected at that intersection because of its geography and the previous data for that intersection was older than the July 2012 data collected at the other study intersections. Also, I did not send you the final TIS Errata – please see the attached.

As you know, we're in the comment period now and we'll respond to your other questions and comments below (and, of course, any others you may have during the comment period) in the Response to Comments.

Regards,

Chris Thomas, AICP  
Environmental Planner

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9036 | Fax: 415-558-6409  
Email: [Christopher.Thomas@sfgov.org](mailto:Christopher.Thomas@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** Rodney Minott [<mailto:rodminott@hotmail.com>]  
**Sent:** Tuesday, August 18, 2015 10:21 AM  
**To:** Thomas, Christopher (CPC)  
**Subject:** Re: 901 16th / 1200 17th Street

Thanks. So PDR workspace is treated as office, correct? Why does office generate more trips than residential? Please explain how workspace set aside for artists (in a reduced project density) could possibly trigger an amount of vehicle traffic equal to the project sponsor plan at those 3-4 intersections? BTW, the artist space was only suggestive as Save The Hill pointed out in our submission. It could easily be tweaked to remedy traffic flow and achieve enviro superiority.

Sent from my iPhone

On Aug 18, 2015, at 8:49 AM, Thomas, Christopher (CPC)  
<[christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)> wrote:

Hi Rod,

Final TIS and Errata are attached. Due to size, I will send the HRER and Findings of Feasibility in a separate email.

In regards to your first question, DKS made two hours of turning movement counts at the intersection of 16<sup>th</sup> and Potrero because it was believed, for that intersection, that the 2012 data was out of date.

In regards to your second question, consistent with the approach to trip generation taken in the Eastern Neighborhoods PEIR, the "Office" trip generation rate is used for "PDR" in the Adaptive Reuse Alternative. (Another example of this for a recent project would be the 100 Hooper Street CPE (Case 2012.0203E).) The trip generation rates are calculated according to the methodology discussed in Appendix C of the San Francisco Transportation Guidelines

Best,

Chris Thomas, AICP  
Environmental Planner

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
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Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** Rodney Minott [<mailto:rodminott@hotmail.com>]  
**Sent:** Monday, August 17, 2015 2:57 PM  
**To:** Thomas, Christopher (CPC)  
**Subject:** 901 16th / 1200 17th Street

Chris,

I have a couple of requests and a couple of question.

Can you please email me the following documents:

1. DKS Associates, 901 16<sup>th</sup>/1200 17<sup>th</sup> Street Potrero Partners Mixed-Use Project Transportation Impact Study, March 2015.
2. Gretchen Hilyard (Preservation Planner), SF Planning Dept, Historic Resource Evaluation Response, 1200 17<sup>th</sup> Street/901 16<sup>th</sup> Street, December 19,2014.
3. Findings of Feasibility of Traffic Mitigation Measures Proposed for 901 16th/1200 17th, June 4, 2015. SFMTA.

My questions:

1. The draft EIR notes that DKS Assoc. conducted some type of study counts on July 17, 2014. Specifically, what exactly did DKS do on this date?
2. How did DKS arrive at the traffic impact of PDR artist workspace in the Adaptive Reuse Alternative plan? Please point me to the data and assumptions they relied on to make their determination.

I look forward to your response shortly, along with requested documents.

Thanks.

Best,

Rod

<901 16th Street\_1200 17th St (Case 2011.1300!) Final TIS Errata Memo.pdf>

<901 16th Street\_1200 17th St (Case 2011.1300!) Final.pdf>

<901 16th Street\_1200 17th St (Case 2011.1300!) Final TIS Errata Memo.pdf>



**From:** [Miller, Ruth](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Re: 901 16th Street and 1200 17th Street - Notice of Availability of a Draft Environmental Impact Report  
**Date:** Saturday, August 22, 2015 4:44:23 PM

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Dear Chris,

Thank you for notifying me of the draft EIR for 901 16th Street and 1200 17th Street. Before I submit my comments I was hoping you could clarify something for me:

If I understand this document correctly it suggests that PDR is more traffic-generating as a category than is residential. Is that correct? Given the fact that many types of industries are categorized under PDR including a number of low-impact / light industries, I am wondering if the reason for this is that the category of PDR is generically perceived by Planning in terms of its maximum potential impact. Can you shed light on this for me? It's hard to understand how artists' studios, for example, could be more traffic-generating than housing.

Thank you in advance for your time, and if it is easier to address this by phone, I would be more than happy to arrange a time at your convenience to speak.

Ruth R. Miller  
Chair / Professor of Humanities  
Department of Humanities & Philosophy  
Diablo Valley College  
321 Golf Club Road  
Pleasant Hill, Ca 94523  
925-969-2497

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**From:** "Thomas, Christopher (CPC)" <[christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)>  
**Date:** Wed, 12 Aug 2015 19:16:16 +0000  
**To:** "Thomas, Christopher (CPC)" <[christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)>  
**Subject:** 901 16th Street and 1200 17th Street - Notice of Availability of a Draft Environmental Impact Report

To Whom It May Concern:

A Draft Environmental Impact Report (EIR) has been prepared by the San Francisco Planning Department in connection with this proposed project (901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street - Case No. 2011.1300E). The Draft EIR is available for public review and comment on the Planning Department's Negative Declarations and EIRs web page (<http://tinyurl.com/sfceqadocs>).

Chris Thomas, AICP  
Environmental Planner

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
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Web: [www.sfplanning.org](http://www.sfplanning.org)

RECEIVED

SEP 11 2015

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

SEPTEMBER 5, 2015

SARAH B. JONES  
ENVIRONMENTAL REVIEW OFFICER

DEAR MS. JONES:

I AM WRITING THIS LETTER IN PROTEST  
OF THE DEVELOPER'S PROPOSAL FOR THE  
COROVAN SITE AT 1200 17<sup>TH</sup> ST + 901 16<sup>TH</sup> ST.

THIS IS CRAZY, UNBRIDLED URBAN  
DEVELOPMENT THAT LOOKS LIKE UNRESTRAINED  
GREED. THE DEIR FAILS TO NOTE THE  
CURRENT TRAFFIC, PARKING + TRANSIT  
PROBLEMS AND DOES NOT COME UP WITH  
ANY MEANINGFUL SOLUTIONS.

HOW MUCH MORE DENSITY CAN A  
NEIGHBORHOOD ENDURE? I LIVE ON  
MARIPOSA ST. (ONE BLOCK AWAY FROM  
PROPOSED SITE) AND ON MOST DAYS I  
CANNOT GET OUT OF MY DRIVEWAY SAFELY  
DUE TO TRAFFIC,

THE METAL SHED REUSE ALTERNATIVE OFFERS  
LOWER BUILDING HEIGHTS, MORE OPEN SPACE  
AND MIXED USE SECTIONS WITH LESS  
RESIDENTIAL UNITS. PLEASE CONSIDER THIS  
OPTION.

SINCERELY, YVONNE GAVRE  
1208 MARIPOSA ST  
SF, CA 94107

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: OPPOSITION TO PROPOSED COROVAN PROJECT, POTRERO HILL  
**Date:** Thursday, September 10, 2015 9:12:30 AM

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Sarah Bernstein Jones  
Environmental Review Officer  
Director of Environmental Planning

Planning Department!City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034!Fax: 415-558-6409  
Email: sarah.b.jones@sfgov.org  
Web: www.sfplanning.org

-----Original Message-----

From: David Boyd [<mailto:djboyd42@me.com>]  
Sent: Monday, September 07, 2015 10:13 AM  
To: Jones, Sarah (CPC)  
Subject: OPPOSITION TO PROPOSED COROVAN PROJECT, POTRERO HILL

Sarah B. Jones  
Environmental Review Officer

Dear Ms. Jones:

I wish to express, once again, my opposition to the proposed project plan for the Corovan site (16-17th & Mississippi Sts.) in Potrero Hill. My basic objection, which covers a host of more specific dissatisfactions, is that the proposed complex is simply way too massive for that site. Huge, bulky structures, hundreds of new residents and automobiles transforming our neighborhood. And, although this is probably the largest and most dense development project currently underway for Potrero Hill, it is just one of numerous projects that Potrero Hill residents are being forced to deal with. It really is too much.

That said, I do support the modified METAL SHED REUSE alternative. It would lower the overall project height a bit, reduce the number of residential units (and, hopefully, cars), etc., thereby making it seem somewhat less intrusive to and defacing of our neighborhood. It also does retain — with some modifications — a semblance of the historic site by repurposing rather than destroying the existing metal structures. This is a desirable and very workable compromise.

I can not close without mentioning that the Draft Environmental Impact Report (DEIR), which is invoked to allow the project to proceed, is fatally flawed. The data on which it is based are often outdated or erroneous. And when a serious problematic consequence of the project is revealed (e.g., traffic congestion, impact of the Warriors Event Center, etc., etc.), it is simply ignored or noted that there is no feasible mitigation. It is a shocking document! Makes one wonder why they bother if the findings are so easily dismissed.

Thanks for your time and attention.

David J. Boyd  
1208 Mariposa St.

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Comments on Draft EIR for 1601 Mariposa  
**Date:** Friday, September 11, 2015 3:22:03 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
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Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** David Goldenberg [mailto:dave@goldenbergweb.com]  
**Sent:** Friday, September 11, 2015 9:38 AM  
**To:** Jones, Sarah (CPC)  
**Subject:** Comments on Draft EIR for 1601 Mariposa

Sarah

I am writing to voice my opposition and point out issues I see with the project at 901 16th (Corovan site).

I live just up the street from the project.

I am watching the monstrous project go up on 16th street.

I understand from people knowledgeable in development that the next project often points to one and says 'we are no bigger than they are' etc.

I then travel to other neighborhoods in the city which I love and which I think make SF a special place – dolores park, nob hill etc.

I see a much more balanced approach to development in these neighborhoods and certainly very few megacommunity type developments.

I understand this one project will not change city policies (transit first etc.) but every time I look at the 16th street project being built I wonder whether there is nothing better we can do with the corovan site than to build another soul-less large structure which will turn SF into Orange County or anywhere USA.

That is what I feel the planning department feels is ok for our neighborhood.

Potrero is a special place – it is about to be ruined.

You can take a stand and say that the large developments are to be kept in soma (north of the channel) and mission bay (east of the freeway) or you can turn all of potrero into mission bay and ruin it forever.

The planned development at the corovan site will ruin potrero. I ask you to try to dive down mariposa at 5p today. I then ask what an additional 1000 cars on that street at rush hour will do.

I ask that any plan for that site which is more than the 3 story traditional SF building density be required to provide additional transit as part of ITS plan. Like making sure they provide adequate sewage, if you wont allow them to provide parking spaces, you should require that they provide adequate transportation.

Ducking this issue and just letting the external consequences be borne by the neighborhood is not a sustainable solution.

I also heartily agree with all the very thoughtful and detailed comments which I am sure have been presented to you by others.

These can be found here:

[http://www.savethehill.com/DEIR/DEIR\\_Flaws\\_Corovan.html](http://www.savethehill.com/DEIR/DEIR_Flaws_Corovan.html)

These comments echo the density and traffic issues I mention.

I am a strong supporter of the alternative that they have proposed or another reduced plan that proposes reasonable density for the site.

If the developers say it will not pencil, that is fine – just like it is not their responsibility to deal with the overall impact on traffic etc. it should not be the city's responsibility to make sure their project achieves its intended profit goals.

I understand we need to build new housing. I am not against housing at that site. I am against super high density, large project-type housing at that site.

Feel free to contact me at the number below with any questions.

---

David Goldenberg

246 Texas Street

San Francisco, California 94107

(415) 554-0111

**From:** [Alison Heath](#)  
**To:** [Jones, Sarah \(CPC\)](#)  
**Cc:** [Rahaim, John \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Thomas, Christopher \(CPC\)](#); [Rodney Minott](#); [Tony Kelly](#); [J.R. Eppler](#)  
**Subject:** Cumulative Growth Analysis for 901-16th/1200-17th DEIR  
**Date:** Friday, September 11, 2015 2:01:20 PM  
**Attachments:** [Table 35.pdf](#)

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Hi Sarah,

Page V.1 of the DEIR cites an approximate 3266 residential units completed or planned in the Showplace Square / Potrero Hill Area as of July 2015. The Eastern Neighborhoods Plan PEIR studied the increase of dwelling units throughout the lifetime of the Plan. If you reference Table 35 from the PEIR, you will note that up to 3891 units were anticipated between 2000 and 2025. In analyzing the recent study used by Planning to calculate the total of 3266 for the DEIR, we discovered that all the projects completed between 2000 and 2008 appear to have been omitted. We estimate that there were an additional 900 units constructed in the SS/PH Area during this time, bringing the actual total well over the 3891 projection in the ENP PEIR. We would encourage the Planning Department to include a 2000-2008 analysis in the study so that we can all get an accurate understanding of where we are in terms of maxing out the Pipeline.

We do expect to bring this point up to the Commission next week but I thought you would appreciate a heads up.

Best,  
Alison

Alison Heath  
<http://www.alisonheath.com>  
[alisonheath@sbcglobal.net](mailto:alisonheath@sbcglobal.net)

**From:** [Wietgreffe, Wade \(CPC\)](#)  
**To:** [Janet M. Laurain](#); [Thomas, Christopher \(CPC\)](#)  
**Subject:** RE: 901 16th Street and 1200 17th Street Property  
**Date:** Friday, September 11, 2015 1:26:27 PM  
**Attachments:** [20140617EnvironEvalApplicatn\\_reduced.pdf](#)

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Hello Janet,

Potrero Partners LLC is listed as the property owner on the Environmental Evaluation Application.

Wade Wietgreffe, AICP

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**From:** Janet M. Laurain [mailto:[jlaurain@adamsbroadwell.com](mailto:jlaurain@adamsbroadwell.com)]  
**Sent:** Friday, September 11, 2015 11:21 AM  
**To:** Wietgreffe, Wade (CPC); Thomas, Christopher (CPC)  
**Subject:** 901 16th Street and 1200 17th Street Property

Dear Wade and Christopher,

Can one of you please confirm that Potrero Partners, LLC is the owner of the 901 16th Street and 1200 17th Street property?

Thank you for your help.

Janet Laurain

Janet M. Laurain, Paralegal  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
(650) 589-1660  
[jlaurain@adamsbroadwell.com](mailto:jlaurain@adamsbroadwell.com)

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**From:** [Philip Anasovich](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Comments on Draft EIR for 901 16th St. and 1200 17th St. SF  
**Date:** Saturday, September 12, 2015 12:05:27 PM  
**Attachments:** [Project address 901 16th Street and 1200 17th Street.pdf](#)

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Mr. Thomas:

I would like to submit some comments regarding this project which will have a hearing on Thursday, September 17, 2015.

My comments address the Draft EIR and the development as proposed by Walden Development.

Please let me know if there is anything that I should bring to the meeting.

Philip Anasovich, AIA

**Draft EIR**

Project Address: 901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street

**COMMENTS**

**Hearing date: Thursday September 17, 2015**

Philip Anasovich, AIA  
298 Missouri St.  
San Francisco, CA 94107

**PART 1**

That the findings of the Draft EIR suggest that the development as proposed by Walden Development will lead to unavoidable impacts to transportation and circulation is no surprise to neighbors and locals on Potrero Hill. The project is a very dense and bulky building that is vastly over scaled for the site.

The corner of 16<sup>th</sup> Street and Mississippi Streets has become in the last 2 years a mire of traffic that slows to standstill at commute hours in the morning and evening. I am shocked that the Draft EIR was based on data collected in 2012, and not re-evaluated in 2015 for the Draft EIR. That is an inexcusable error that I would suggest be corrected immediately. Any building project that would add to the traffic that already crowds onto 16<sup>th</sup> and Mississippi Streets should undergo thorough evaluation. The additional traffic which has been generated by the new research facilities, the new UCSF hospital, new apartments and offices of tech companies and start-ups is here to stay. It may even be augmented by a brand new arena in the very near future.

On the other hand, the Planning Department did take the initiative to examine an alternative to the Walden Development proposal; it hired Christiani Johnson architects to study a Metal Shed Reuse Alternative. This was an excellent idea that offers a much needed alternative to the over-scaled project of Walden Development. The Alternative addresses the historic buildings which exist on the site, and proposes to re-purpose these structures in an exciting and imminently feasible way. I realize that the Planning Department found them not worthy of historic designation, but that is their error and shortsightedness.

This Alternative is just what the site and the local residents need. The scale of the project is urban, but preserves the existing historic structures and preserves the disappearing PDR uses that are an important part of our City and the local Potrero Hill community. A project like this would be a delight to all in the vicinity including workers at the local hospital, research and tech companies, and of course local residents like myself.

I am surprised that some people believe this Alternative would cause more traffic than the proposed 395 dwelling units of the Walden proposal. I demand to know the reasoning behind this falsehood. The mere fact of 388 automobiles coming and going from the project as proposed currently, would seem to indicate a traffic flow of unmanageable proportions. I recommend that any architect or planner for this site examine the possibility of sending some traffic onto 17<sup>th</sup> Street. Again, the size of the Walden proposal is hard to believe.

I believe that it is folly to place this resource demanding and congestion creating design on this site. The transportation resources of the City of San Francisco are stretched to the breaking point. There has been very little improvement of public transportation for Potrero Hill in the 30 years that I lived here. I am sure that this project would also put tremendous pressure the available utilities. Before we create an urban disaster, I suggest that we realistically look at the current state of things, and then honestly look at the future. If we do, I think we will see that a design like the Metal Shed Reuse Alternative is the answer.

## **PART 2**

The Potrero Hill neighborhood, as many neighborhoods in the city, finds itself inundated with new architecture. Change for the city is inevitable, but the quality of these new building goes from boring blandness to depressing mediocrity. The architects involved in these projects are forced to create designs that they would prefer not to do; the buildings are built out to maximize square footage with the maximum height limitation the only stopping point. Big bulky buildings with shear facades are the rule. Niceties are thrown in to appease angry local neighborhood groups, and changes are very reluctantly made to soften the impact of these structures.

I would respectfully like to propose another approach to urban design in the city, that has particular resonance for this project at 16<sup>th</sup> and Mississippi Streets. Let us create Density Limits. For a neighborhood like Potrero Hill let us set a maximum number of units per acre. The famed and successful Arkansas Lofts projects has 63 units per acre; let us set a maximum of 65 dwelling units per acre as a goal. In addition we can allow an increase of 30% to this number, if the developer saves all historic structures on site and also preserves and reuses a minimum of 50% of existing buildings on site. By the way, I do not include closet-sized apartment units.

Should the developer wish to build office and commercial uses into the site, if that is allowable by zoning, the maximum allowable square footage would be an area of 150% of the net site. In all this there would be no change to the height limits already established by the Eastern Neighborhoods guidelines.

If such Density Limits were established in sensitive and historic neighborhoods such as Potrero Hill, I think we would discover a resurgence in the quality of architectural design in the city. Freed from the need to overbuild their projects, architects would no longer be forced to create monster-apartment buildings, and would find the task of rebuilding San Francisco much more rewarding.

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Corovan  
**Date:** Saturday, September 12, 2015 12:24:12 PM

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Sent from my iPhone

Begin forwarded message:

**From:** John Loomis <[loomis.ja@gmail.com](mailto:loomis.ja@gmail.com)>  
**Date:** September 12, 2015 at 11:09:49 AM PDT  
**To:** [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
**Subject:** Corovan

Dear Sarah,

I am writing to add my support to the modified Metal Shed Reuse Alternative proposed by SF City Planning. It is an appropriate compromise between the two parties and deserves support from all parts of the community. Adaptive Reuse should always be the first option for an historic building, and is so inscribed in the Central Waterfront Plan as well as in the Eastern Neighborhoods Plan.

I furthermore want to compliment SF City Planning on crafting the compromise plan. This is a true testament to your leadership and demonstration that SF City Planning serves all communities and interests of San Francisco.

You have acted like Solomon in this wise and just compromise and deserve everyone's respect. You certainly have earned mine.

Sincerely,

John A. Loomis FAIA

September 14, 2015

San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

**Re: Case No. 2011.1300E**

Dear Planners,

Please use this letter as my support for 901 16<sup>th</sup> Street/1200 17<sup>th</sup> Street.

Walden Development over the past few years has made numerous presentations to the Dogpatch Neighborhood Association and the Potrero Boosters, all of which I have attended. Their initial design was lacking a certain level of visual interest, not only in the design but also in the choice of materials. However, after listening to neighbors' feedback, they re-presented their revised design at subsequent meetings to much enthusiasm.

Their draft EIR appears to be both adequate and accurate.

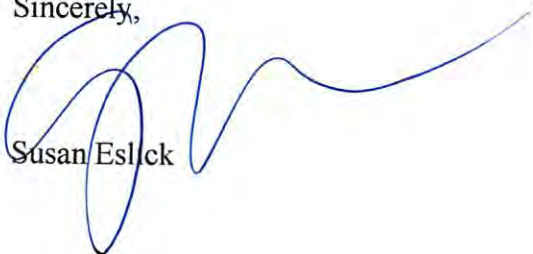
Josh Smith, the project sponsor is community minded and supportive of the local community. Even when there have been no changes or modifications to his project he attends all neighborhood meetings to make himself available to the group should anyone have questions.

In my opinion, this project can't get started fast enough. It will replace a derelict corrugated structure on a big block and replace it with a really well designed building with residential and commercial amenities serving the local community and the UCSF campus.

Please consider approving as designed and presented.

Sincerely,

Susan Eslick



**susan eslick**

1129 tennessee street  
san francisco, ca 94107  
eslickdesigns@mindspring.com  
415.297.1116

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: 901-16th Street and 1200-17th Street  
**Date:** Monday, September 14, 2015 9:12:59 AM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034 | Fax: 415-558-6409  
Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** Caroline Hinshaw [mailto:[chinshaw@bryanhinshaw.com](mailto:chinshaw@bryanhinshaw.com)]  
**Sent:** Sunday, September 13, 2015 2:35 PM  
**To:** Jones, Sarah (CPC)  
**Subject:** 901-16th Street and 1200-17th Street

Ms. Jones: I have a single concern about the developments being built and being planned, particularly on the north side of Potrero Hill. I live in the 300 block of Mississippi Street. I am a practicing attorney and regularly appear in the Probate Court at the 400 McAllister Street courthouse.

While the many developments I am hearing about or see are not yet constructed and occupied, the time it takes me to drive to the Courthouse has already become outrageous. I have to plan for at least a half hour travel time, and I have been as much as a half hour late to court hearings because it took me an hour to drive that very short distance. All of 7<sup>th</sup>, 9<sup>th</sup> and even 11<sup>th</sup> Streets were clogged on a morning about a week ago.

Friday, the 10 Townsend bus ride to my office that should be 17 minutes took 45+ minutes in the 10A non-commute hour due to backed up traffic. I ended up returning home by taking BART to 16<sup>th</sup> St. (way out of my way) and the 22 to avoid gridlock.

Adding more people who will be in front of me traveling in the directions of my destinations is worrisome to me.

FYI I rarely comment about public projects.

*Caroline*

Caroline K. Hinshaw  
Bryan\*Hinshaw, A Prof. Corp.  
425 California Street #810  
San Francisco, CA 94104  
Telephone: 415-296-0800  
Facsimile: 415-296-0812  
*Specialist certified by the State Bar of California  
Board of Legal Specialization In Estate Planning,  
Trust and Probate Law*  
[www.bryanhinshaw.com](http://www.bryanhinshaw.com)

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Comments on Draft EIR for 1601 Mariposa  
**Date:** Monday, September 14, 2015 9:13:58 AM

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The subject line says 1601 Mariposa, but the comment is about 901 16th.

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Sarah Bernstein Jones  
Environmental Review Officer  
Director of Environmental Planning

Planning Department | City and County of San Francisco  
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Direct: 415-575-9034 | Fax: 415-558-6409  
Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

-----Original Message-----

From: Mara Iaconi [<mailto:mara.iaconi@gmail.com>]  
Sent: Sunday, September 13, 2015 9:39 AM  
To: Jones, Sarah (CPC)  
Cc: [contact@savethehill.com](mailto:contact@savethehill.com)  
Subject: Comments on Draft EIR for 1601 Mariposa

Dear Sarah,

As a long-time resident of Potrero Hill (45+ years), living at the foot of the 280 freeway and massive development of Mission Bay, I've witnessed the relentless topographical degradation of a neighborhood that was once quiet, had long vistas and good quality of life. The density brought on by ram-rod development, with little thought given to traffic mitigation and noise reduction (traffic/helicopters and concert noise from A T and T Park - who needs to buy a ticket to a concert when you are sure to have it amplified right into your home?!), has trampled Potrero Hill making it at times a hell of a place to reside.

After reading the DEIR for the proposed Corovan development at 901 16th, I am saddened that yet another mega housing project, exceeding historical height limits by more than 20 feet with disregard for parking needs, noise reduction and most of all solutions to traffic mitigation may very well slam another pile of, excuse my profanity, shit onto the residents of Potrero Hill.

I roundly oppose the project, but understand there is more need for housing in the city. Given that, there must be sensitivity. I urge you and your colleagues not to give into a developers dream: Rather, think carefully about planning and pay special attention to the voices of Potrero Hill. We know what we're talking about.

Solutions can be elegant leaving neighborhoods in better shape.

Isn't that what you and your colleagues would rather be a part of?

Sincerely,

Mara Iaconi, RN, BSN, ANP -C

**From:** [Rodney Minott](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Cc:** [Alison Heath](#)  
**Subject:** Notices  
**Date:** Tuesday, September 15, 2015 6:53:35 PM  
**Attachments:** [ATT00001.txt](#)

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Hi Chris,

These notices (see attachment) around the Corovan site are much smaller than what's required. Improper notification.

-Rod



**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Corvan Project  
**Date:** Tuesday, September 15, 2015 5:35:48 PM

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Sarah Bernstein Jones  
Environmental Review Officer  
Director of Environmental Planning

Planning Department!City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034!Fax: 415-558-6409  
Email: sarah.b.jones@sfgov.org  
Web: www.sfplanning.org

-----Original Message-----

From: peter rudolfi [<mailto:rudolfi@earthlink.net>]  
Sent: Tuesday, September 15, 2015 11:16 AM  
To: Jones, Sarah (CPC)  
Subject: Corvan Project

DATE: 9-15-15  
TO: Ms. Sarah B. Jones, City Planning: Environmental Review Officer  
FROM: Peter Rudolfi  
RE: Corovan Project, Potrero Hill

Hello Ms. Jones-I am writing to express an opinion about the proposed project design. It has much to recommend it. It also contains some deficiencies which I urge you to examine closely. As a 50 year resident of San Francisco and a 30 year resident of Potrero Hill many developments have been welcome additions though not all function as well as the should or could using a design and efficiency metric.

For the Walden Development project as designed by The Prado Group its positive features are: the roof line on Mississippi Street along its Eastern edge contour; the preserved brick building on Mariposa Street; the center courtyard and resident stoops; landscaping therein; the walk through 16th street to Mariposa; the corner mural art work; the inviting use of glass for transparencies in the retail spaces.

Areas that should be revisited are: the garage access and egress on Mississippi Street into what is currently a highly congested commuter route into and from the city; the roof line on Mariposa which appears an overbearing, inorganic straight line where the upper floors of the building meet the sky; the north face of window bays along 16th Street are lacking in any distinctive design and are depressingly 'Soviet Block' in appearance.

Finally, I would like this overall project design to incorporate more of the ideas articulated in the 'Metal Reuse Alternative'. The Eastern edge roof line attempts to do that to some extent. Those existing Corovan buildings have historical significance as a former ship repair facility. The building site is also a 'gateway' to Potrero Hill. The current design pays too little tribute to those aspects in my opinion. Failure to do so would constitute a missed opportunity and represent a march to the further gentrification of this cities architectural heritage. I would only ask: "what side of history do you wish to be part of in your recommendations to the powers that be"?

Thank you for your consideration,

peter rudolfi  
san francisco

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Message of support for Planning Department Case No. 2011.1300E.  
**Date:** Thursday, September 17, 2015 2:40:08 PM

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Sent from my iPhone

Begin forwarded message:

**From:** jean bogiages <[jean@woodwinds.net](mailto:jean@woodwinds.net)>  
**Date:** September 17, 2015 at 12:55:36 PM PDT  
**To:** <[Sarah.B.Jones@sfgov.org](mailto:Sarah.B.Jones@sfgov.org)>  
**Subject:** Message of support for Planning Department Case No. 2011.1300E.  
**Reply-To:** <[jean@woodwinds.net](mailto:jean@woodwinds.net)>

Dear Sarah,

I was happy to hear that the Walden plan for 17th Street, Case No. 2011.1300E, intends to restore and revitalize the brick building and replace the ugly corrugated buildings on 17th Street. We in Northwest Potrero would like to see 17th Street as the biking -walking street and 16th Street as the traffic and BRT street. Restoring the brick building and making the 17th Street side pedestrian friendly fits in with our vision of 17th Street and harmonizes with our plan to create an urban park, Potrero Gateway Park to the west of this development.

I'd like to encourage on-site below market housing that exceeds the planning required limit.

The EIR appears to have covered all the required topics well.

Thanks,  
Jean Bogiages

September 17 2015

San Francisco City Planning Commission

Re: Draft Environmental Impact Report  
Proposed Project at Corovan Site  
901 16<sup>th</sup> Street/1200 17<sup>th</sup> Street

Commissioners,

I believe that the project as currently proposed for the Corovan site should be rejected.

The proposed project is inconsistent with the existing scale and density of the surrounding neighborhood. The project should be reduced to something similar to the "Metal Shed Reuse Alternative" presented in the Draft EIR, Chapter VI.

The proposed project will significantly exacerbate existing traffic and parking problems in the immediate vicinity of the project and nearby blocks.

At certain times of the day traffic is backed up for many blocks in all directions to the extent that it takes several minutes to drive just one or two blocks. Adding several thousand new car trips a day is unacceptable.

The report also indicates that the project will create spillover demand of between 358 - 458 parking spots. This is a significant negative impact for residents in the adjoining blocks. And, it will only get worse with other developments currently under construction and planned for the neighborhood.

The massive scale of the proposed project will create another giant monolithic wall like the project that is under construction on the other side of 16<sup>th</sup> Street. Daggett Triangle. The lack of respect for the height, mass, articulation, and materials of existing buildings on Potrero Hill is very apparent. The proposed project looks like it belongs in "Anywhere USA", not in San Francisco. The project also fails to offer any meaningful new amenities for the neighborhood ... for example a drug store.

One other impact that is totally missing from the report is "water" ... how can we justify building thousands of new toilets, showers, and bathtubs when all of us have been required to cut back significantly. As reported by the Chronicle, the snow pack in the Sierra Nevada mountain range, our primary source of water, is the lowest it has been in 500 years. Perhaps this is not a good time to be adding any new demands on such a scarce resource.

Please reject this project ... or at least send it back to the drawing board with a mandate for reduced scale and density that is more consistent with the existing built environment of Potrero Hill.

Sincerely,  
Richard C Hutson



Richard C. Hutson

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Comments on Draft EIR for 1601 Mariposa  
**Date:** Friday, September 18, 2015 11:56:38 AM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034 | Fax: 415-558-6409  
Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

**From:** Shunyamala Anding [mailto:[ncanding@gmail.com](mailto:ncanding@gmail.com)]  
**Sent:** Friday, September 18, 2015 11:55 AM  
**To:** Jones, Sarah (CPC)  
**Subject:** Comments on Draft EIR for 1601 Mariposa

Dear Sarah and Commissioners:

I am writing to submit my comments regarding 1601 Mariposa/Corovan. I understand the hearing has been rescheduled and that numerous neighbors stayed very late into the evening before the rescheduling announcement - very unfortunate, and I hope you will take this into account at the next hearing as people think twice before once again giving up their time off from work and family. I myself, have a broken foot and so will submit in writing.

I am supportive of the adaptive reuse plan that the Planning Department has proposed as a compromise. We care deeply what happens on this part of Potrero Hill and actively invested our own time and money to promote this alternative plan. We have been inundated with thousands of new units lately and the old DEIR does not address this in their traffic analysis. Please re-conduct these traffic studies and take into account the recent growth and probable Warriors stadium that is planned.

The neighborhood master plan, which many of us worked tirelessly on, specifically calls for new development to address the topography of the hill and the density and character of the showplace square zoning district. The current proposal does not successfully meet this Planning Dept requirement.

Additionally we would like to see the historic structure reused and expressed, as well as the green areas open to the public. Our neighborhood is sorely in need of park space which is currently under developed.

I realize that the planners and developers may have other considerations and yet urge you to really listen to the neighborhood. We have born the brunt of recent growth in the city, much of which is appalling, (Daggett Triangle) and are asking that you support the reasonable alternate which your department has proposed.

Thank you for listening,  
Nancy Anding  
415-310-2064

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Problems with the Draft Environmental Impact Report (DEIR) for the Corovan Site (901 16th/1200 17th Street; San Francisco) and suggestions for its improvement  
**Date:** Friday, September 25, 2015 9:26:27 AM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034 | Fax: 415-558-6409  
Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

**From:** Jim Wilkins [mailto:wilkins.jim@gmail.com]  
**Sent:** Thursday, September 24, 2015 9:33 PM  
**To:** Jones, Sarah (CPC)  
**Subject:** Problems with the Draft Environmental Impact Report (DEIR) for the Corovan Site (901 16th/1200 17th Street; San Francisco) and suggestions for its improvement

Dear Ms Jones,  
Below please find my comments on the DEIR for the proposed development project.

### ***Problems With The DEIR For The Proposed Project***

#### **1) Inadequate & Inaccurate Analysis of Traffic, Parking and Transit Impacts**

##### **Jammed Intersections**

The DEIR acknowledges that the proposed Corovan project will significantly and unavoidably worsen traffic congestion. It identifies at least four intersections that will be severely impacted. These include:

- 17th & Mississippi Streets
- Mississippi & Mariposa Streets
- Mariposa & Pennsylvania Streets
- 7th/16th & Mississippi Streets.

The DEIR indicates there's currently no way of feasibly mitigating the increased traffic congestion at the above intersections, either due to lack of funding or practicality.

**DEIR Flaws:** Traffic data used in the DEIR was collected on a single day in 2012 during the peak evening commute. The DEIR does not consider data collected over a period of time, or that includes the morning peak commute or a Giants game day. The DEIR also fails to consider cumulative impacts on traffic and parking from recent, present, imminent and long-range development projects.

The DEIR fails to adequately mitigate or address expected queuing in and out of the

proposed project's Mississippi Street parking garage. With close to 400 units of housing and more than 24,000 square feet of commercial retail space, the project will generate an estimated 4,233 new car trips daily — with up to 12,361 trips daily by people entering and exiting the project. In spite of this compelling data, the report claims lines won't be significant and it defers responsibility for further studies or mitigation proposals until after the project is built. Additionally, the DEIR fails to sufficiently address expected pedestrian and vehicular hazards posed by the proposed development's single vehicle entry and exit point along Mississippi Street.

While the DEIR acknowledges the traffic-generating problems posed by the dense development, it does not adequately address the gravity of the situation nor does it satisfactorily assess proposed solutions. It ignores consideration of traffic calming measures proposed in previous years by SFMTA and community members for the Mariposa & Mississippi Street intersection as well as other intersections along Mariposa, and it relies on outdated data and a limited study of traffic conditions. In this way, the DEIR fails to identify solutions to predictable problems and neglects an invaluable opportunity to work with the community to mitigate those problems.

### **Parking Spillover**

The DEIR concludes the planned development will create spillover demand of between 358 - 458 parking spots — cars that will clog surrounding streets.

**DEIR Flaws:** The DEIR shirks responsibility for parking problems posed by the dense development by claiming no legal obligation, but it should acknowledge the degree to which an alternate proposal and further requirements of the developers would prevent unnecessarily negative impacts.

### **Larger Traffic Impacts**

What the DEIR Says:

***Golden State Warriors Event Center:*** *Due to the relative timing of the proposals, the Warriors' event center project was not included in the cumulative analysis of the proposed project .... (T)he Event Center project would not cause any significant change to the results given in this report and may potentially reduce the percent contribution to the impacted intersection from the proposed project. [\(page 124, Part 2, Draft EIR, 901 16th St & 1200 17th Street, August 2015\)](#)*

**DEIR Flaws:** The notable and inexplicable passage above is another example of how the DEIR's analysis relies on outdated and inadequate traffic data from 2012 and 1998. The DEIR not only fails to adequately consider and analyze the traffic and parking impacts of the Warriors Arena proposed for 3rd & 16th Streets, it claims that the Warriors Arena might actually help by shrinking the Corovan development's proportional contribution to traffic congestion. This absurd and unsubstantiated argument minimizes one of the most troubling aspects of the Developer's proposal.

Finally, the DEIR references only one large development in the area, 1000 16th Street (Daggett), while ignoring many other impactful projects in the pipeline including 1301 16th Street, 1601 Mariposa Street, 88 Arkansas Street, 249 Pennsylvania, 98

Pennsylvania, 1001 17th / 140 Pennsylvania, 790 Pennsylvania & 22nd Street, 580 De Haro Street, 540 – 522 De Haro, 131 Missouri Street, 1150 16th Street, 801 Brannan Street, 975 Bryant Street, 645 Texas Street, and 1717 17th Street.

### **Interstate 280 Ramps at Mariposa**

**DEIR Flaws:** The DEIR perpetuates the false claim that traffic impacts caused by the Corovan project to the I-280 on and off ramps at Mariposa Street will be significantly lessened through various mitigations – for example, new traffic signals and the expansion of Owens Street to connect Mariposa and 16th Street. These so-called mitigation measures were identified in the Mission Bay Environmental Impact Report – a study that is now 17 years old and outdated. Both the Mission Bay EIR and the recent Warriors Arena transportation report fail to offer adequate mitigations and analysis to reduce increased volume of traffic to and from Potrero Hill from past, present, and reasonably foreseeable future development.

### **Inadequate Public Transit**

**DEIR Flaws:** Adding thousands of residents with little investment in public transit will be a disaster for the neighborhood, resulting in further dependence on cars while traffic congestion grows and degrades our quality of life. For example, the 10 Townsend bus is already at 95% capacity yet the Corovan DEIR claims no mitigation measures are needed. This is indeed a ridiculous statement with no basis in fact. Public transportation to the site is limited to a single future bus line that is already overburdened, underfunded, and suffering maintenance and scheduling difficulties. The San Francisco Municipal Transportation Agency's (SFMTA) projections state that the future 22-Fillmore line serving an extended 16th Street transit corridor will be overburdened from the start -- constrained by funding challenges, inadequate bus capacity and service, rising amounts of automobile and truck congestion, and uncertainty about the future of the Caltrain tracks, High Speed Rail, and the I-280 freeway. SFMTA's own forecast through 2035 projects that the intersection at 7th, 16th, and Mississippi Streets will "degrade" to a service level of "F" – among the worst in the city. Yet the DEIR fails to adequately address and mitigate these significant impacts.

**What IS NEEDED?:** A "Transit First" policy should put transit first and ensure that viable options be in place before we experience significant population growth. New studies of existing and cumulative conditions, inadequately addressed in the Corovan DEIR and not anticipated in the Eastern Neighborhoods Environmental Impact Report, must now be priority and undertaken.

City Planning should conduct additional traffic studies that are current and robust. Traffic calming measures (such as bulb-outs and pedestrian islands) should be approved and implemented. Furthermore, the Developers should be expected to invest in more traffic reducing strategies and should collaborate with both the community and City Planning on an alternate proposal to achieve this outcome. The Developers propose a very ambitious, large-scale development for a very sensitive site, and it is reasonable that they shoulder more of the responsibility for traffic reducing measures in the surrounding area. A reduction in the density of the project is only one way they could positively impact traffic problems posed by their proposal.



## **2) Inadequate & Inaccurate Study of Land Use (And Planning Policies Ignored)**

### **Largest & Densest**

**DEIR Flaws:** As proposed, the developer's project (72-82 ft. / 395 housing units) would be one of the largest, densest building developments in Potrero Hill history. Yet City Planning's previous environmental studies and projections for Potrero Hill fail to take into account a project of this scope at this site – including its impacts. Official analysis currently on record in the Eastern Neighborhoods Plan considered heights of between 45 feet - 50 feet at the property, not 72 feet to 82 feet. The DEIR fails to address this discrepancy.

### **Topography of Potrero Hill**

**DEIR Flaws:** The developer's project violates multiple Area Plan principles including provisions to "respect the natural topography of Potrero Hill", to lower building "heights from the north to south side of 16th Street", and to "promote preservation of other buildings and features that provide continuity with past development." The DEIR fails to adequately address these issues.

### **Loss of Production, Distribution, Repair (PDR)**

**DEIR Flaws:** The proposed project would eliminate rather than retain 109,000 square feet of valuable Production, Distribution, and Repair space. The DEIR acknowledges this loss as a significant impact but nonetheless defends it as consistent with planning goals. The DEIR does not consider this proposed development in the context of broader, unanticipated, PDR losses both in our neighborhood and across the Eastern Neighborhoods – and this is yet another example of how the DEIR fails to incorporate new and accurate data. A clear remedy at this site would be to retain some portion of the project for light PDR, or "Trade Shop", uses.

### **Area Plan & City Policy Objectives And Principles Ignored**

**DEIR Flaws:** The proposed project conflicts with the Showplace Square / Potrero Area Plan, and the Urban Design and Housing Elements of the City's General Plan by disregarding policies of preserving neighborhood scale and character, providing adequate infrastructure, and preserving PDR uses. Both the Corovan development project and the DEIR fail to address the following consistency issues:

- A. *Objective 3 of the San Francisco General Plan's Urban Design Element:*  
"Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment."

The scale and density of the Prado/Walden project are substantially greater than existing surrounding land uses and the project would be inconsistent with the established land use character of the neighborhood. The DEIR fails to acknowledge and consider that the Daggett Triangle development at 1000 16<sup>th</sup> Street in Showplace Square, as well as other large developments in nearby Mission Bay, are in separate and distinct neighborhoods that are not part of the Corovan site in Potrero Hill.

- B. *Objectives of the Showplace Square / Potrero Area Plan*

The Prado/Walden project conflicts with a number of Area Plan objectives including Objective 1.2, which promotes development in keeping with neighborhood character. This project is inconsistent with the established neighborhood character of Potrero Hill. The Showplace Square/Potrero Hill Area Plan, in Policy 3.1.6, states that, “new buildings should epitomize the best in contemporary architecture, but should do so with a full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.” As proposed, the project fails to match the height, mass, and articulation of existing buildings in the Potrero Hill vicinity and provides little awareness of surrounding structures.

C. *Policy 2 of the City’s General Plan:* “That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.”

The Prado/Walden project is not consistent with this policy because scale, mass, bulk and height are inconsistent with and will negatively impact established neighborhood development pattern and character. The proposed development is dramatically out of scale with nearby residences and small businesses.

**What IS NEEDED?:** For the DEIR to fulfill its purpose, it must include updated data reflecting neighborhood growth and it must acknowledge Area Plan principles developed and accepted by the community. Among other things, the cumulative loss of PDR to the City has not been accurately addressed and evaluated in the DEIR, and we ask that this study be conducted. Since the extent of the cumulative loss of PDR space was not fully anticipated in the 2008 Eastern Neighborhoods’ Environmental Impact Report and no mitigations were identified, these impacts require further study in the EIR for this project. Analysis should include a full exploration of feasible mitigations such as the inclusion of significant amount of new PDR space onsite.

DEIR needs to adequately address, analyze, and mitigate the aforementioned growth and planning policies and consider an alternate to the developer’s proposal so as to honor these considerations. Moreover, the DEIR fails to acknowledge and consider that the south side of 16th Street in this area remains part of Potrero Hill and not Showplace Square or Mission Bay, which are separate and distinct neighborhoods. Showplace Square’s 1000 16th Street (Daggett Triangle) project is neither appropriate for or consistent with the character of Potrero Hill. This fact is clearly established in City planning policy and principle and should be respected and complied with. This issue should be addressed by City Planning in a final EIR.

### **3) Inadequate & Inaccurate Analysis of Recreation & Open Space**

#### **Inadequate Parks**

**DEIR Flaws:** The DEIR fails to adequately consider the impact of the developer’s proposal on our open and recreational space. Potrero Hill currently suffers from inadequate parks, open space, and recreational facilities. The addition of thousands of residents from this and other new large developments will put significant additional strain on nearby parks including Jackson Playground – already heavily used and lacking in maintenance upgrades. Moreover, the vast majority of so-called open space provided in the developer’s

currently proposed project would remain private and off limits to the public. It is absurd for this type of space to be allowed to be called "open space" when there is no public access.

**What IS NEEDED?:** The DEIR should include data and projections accounting for the dearth of recreation and open space and the degree to which developments already in the pipeline will further tax these inadequate resources. Planning should offer mitigations, including the addition of new parks that achieve the four acres promised by the City in prior planning reports. The Developers proposal should be revised to provide more open space accessible to the general public. For example, Planning should require the east-west "pedestrian mews" remain open to the public and not privately closed off space. The north-south pedestrian alley of the developer's project should also be widened by 20 feet and include more green soft-scape.

#### **4) Inadequate Study and Mitigation of Soil Hazards**

##### **Contamination Risks**

**DEIR Flaws:** The DEIR fails to adequately address the hazardous materials that will be exposed during construction. Furthermore, the DEIR does not acknowledge the fact that a kindergarten operated by the ALT School plans to open its doors in an adjacent building (99 Missouri Street) in the Fall of 2016.

**What We Want:** The DEIR should be revised to include more specific information about hazardous soils and measures to protect children (who are more vulnerable) and neighbors from exposure during demolition, excavation, and remediation. To date the City has not treated this issue seriously enough. Planning should address and analyze the potential risks of a new children's school (AltSchool) locating next to the Corovan site and detail mitigation measures that go well beyond what is currently planned. The California Department of Toxic Substances should also be involved in monitoring and coordinating this effort to ensure the safety of both children and neighbors.

#### **5) Inadequate and Inaccurate Study of Population / Housing**

##### **Excessive Density & Outdated Data**

**DEIR Flaws:** Recent analysis shows the Potrero Hill / Showplace Square area has already exceeded the number of housing units and population growth the City planned and projected for 2025! The Planning Department assumed up to 3,891 housing units would be built by 2025 in the Potrero Hill / Showplace Square area. But as of 2015, 3,953 units were already in the pipeline or built. The City failed to anticipate the dramatic pace of development and has not delivered on its promise to provide necessary public improvements (parks, transit, roads, etc.) to support thousands of new residents. CityPlanning analysis understates the "cumulative impacts" of large developments on our community by continuing to rely on outdated data from the 2008 Eastern Neighborhoods Environmental Impact Report to inform analysis in the EIRs of large projects, including the proposed Corovan development. Assumptions and mitigation measures provided in that document are simply no longer valid.

**What IS NEEDED?:** The City failed to anticipate the dramatic pace of development and has not delivered on its promise to provide necessary public improvements (parks, transit,

roads, etc.) to support thousands of new residents. In this as in other areas, we ask for more recent and relevant data to account for the extraordinary changes in this area's density. In order for the DEIR to be constructive for the neighborhood and for the city, it must incorporate new and accurate population data, and it must acknowledge the degree to which public improvements lag behind the neighborhood's growth. City Planning needs to acknowledge that Potrero Hill has already exceeded development targets projected for 2025. Environmental study and mitigations should reflect this fact to help inform current and future planning.

## 6) Inadequate and Inaccurate Study of Historic Buildings

**DEIR Flaws:** The DEIR does not adequately or accurately address issues related to the historic merit and integrity of the existing metal warehouses. The draft rejects arguments supporting historic integrity for the metal buildings. Evidence, including the research and opinion of a highly respected architectural historian, Katherine Petrin, demonstrates these buildings remain historic despite alterations and company mergers over the years.

We believe Petrin wrote up a very solid report that documented a strong case for historic integrity. The period of significance was longer than City Planning's claim of 1906 – 1928. And while the steel warehouses may have been altered to some degree over the years (they were built between 1908 and 1926), modifications in industrial spaces are to be expected given the utilitarian purpose of these buildings and the need for flexible space.

Collectively, the Potrero Hill industrial complex contains the last remaining structures of the Pacific Rolling Mill, which began operating in the Central Waterfront in 1868 before reorganizing and relocating to Potrero Hill in the early 1900s. The buildings are also the last remaining extant structures of the merged companies, Judson-Pacific Company (1928), and Judson-Pacific-Murphy Company (1945) in San Francisco.

Photos of the buildings at 17th & Mississippi Streets from 1941 verify the intimately linked heritage and history of the Pacific Rolling Mill and its successor companies. Two SF News Call Bulletin photos show the following sign on the red brick office building: "Judson-Pacific Co. Successor To Pacific Rolling Mill Co. Established 1868."

A photograph from 1941 demonstrates that the corrugated steel building at 1200 17th Street was not simply an unenclosed shed with open side walls up until December 1947. A partial photograph of the structure clearly shows an enclosed building that matches its present day aesthetic (see Petrin, Evaluation of Integrity pg. 8).

Moreover, Edward Noble (the son of Patrick Noble who founded the reorganized Pacific Rolling Mill) headed the company as President after his father's death in 1920 and continued running the the firm long after the first of two mergers. He remained at the helm until 1945 and was aided along the way by employees who had been hired at the original Pacific Rolling Mill at both the Potrero Hill and Central Waterfront sites.

**What IS NEEDED:** The alternate plan proposed by City Planning incorporates the historic metal structures with new construction. This reasonable compromise should be modified to achieve an environmentally superior status and be adopted. The City should revise the

DEIR to reflect the historic significance and integrity of these buildings based on Petrin's report.

## 7) Inaccurate and Inadequate Study of Alternative Project Proposal

### “Metal Shed” Reuse Alternative Plan

**DEIR Flaws:** The DEIR includes City Planning's modified version of an alternate project plan submitted by Save the Hill ([see “Metal Shed Reuse Alternative”, Chapter VI](#)). While some aspects of this alternate, lower-density “adaptive reuse” proposal are commendable, other aspects are inadequate and some of the data from which this proposal is driven is simply flawed. City Planning took Save The Hill's original suggestive renderings and manipulated numbers to suggest that PDR space set aside for artists would generate volumes of vehicle traffic equal to the developer's vastly bigger project proposal. The effect was to deny awarding the adaptive reuse alternate plan the designation of “environmentally superior”. I question the adequacy and accuracy of City Planning's methodology to analyze the traffic impact of light or low impact PDR Trade Shop / artist workspaces.

**What IS NEEDED? :** City Planning needs to acknowledge the “suggestive” nature of the proposed renderings submitted by Save The Hill in its proposed adaptive reuse project, and more specifically that the PDR / Trade Shop component of the proposal was intended for light and low impact purposes. We ask that City Planning's version of an adaptive reuse plan be revised such that inclusion of light or low impact PDR / Trade Shop workspaces achieve environmental superiority.

Currently the adaptive reuse alternative project allows for 177 units of housing while retaining the existing metal buildings. While Save The Hill is willing to support this plan with height limits at 58 feet along 16th Street and 48 feet along 17th Street, we ask that any added height for mechanical/stair penthouses be capped at 68-feet, instead of 74.5 feet. Save The Hill is more than willing to work with both the developer and City Planning to improve this alternative as a workable solution.

### “Reduced Density” Alternative Plan

**DEIR Flaws:** As noted, the DEIR includes analysis of a “Reduced Density” alternate plan that is identified as “environmentally superior” ([see “Reduced Density Alternative”, Chapter VI](#)). While Save the Hill supports reduced density, this plan does not nearly go far enough.

Under this alternate plan, the height, scale and massing of the developer's current project proposal would remain essentially unchanged. The “Reduced Density” plan would contain 122 fewer residential units. However, the subtraction of space from these units is used to expand an interior private “pedestrian mews” for residents of the project. Thus, the private space is replaced with a different type of private space rather than the provision of open space. Moreover, commercial space that would benefit the community is dramatically reduced in this plan.

**What IS NEEDED?:** The DEIR should include a meaningful reduced density alternative – one that eliminates at least one story of the residential building complex along 16th Street, widens the pedestrian “alley” along the western side of the development by at least 20 feet, and includes commercial space along 17th Street. The east-west “pedestrian mews” should be open and accessible to the general public. Heights (including mechanical

penthouses)should be capped at 68 feet along 16th, and capped at 48 feet along 17th Street.

I am a resident of Potrero Hill and am appalled by the unbridled exploitation of our city that is currently taking place with your department in the lead. Many of the concerns raised above could be applied to other locations in the city. There seems to be a total lack of coordination between Planning and Transportation and the current project represents a particularly egregious example of this phenomenon.

James A. Wilkins, Ph.D.  
254 Pennsylvania Av.  
San Francisco, CA 94107

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Concerns about the Corovan site (901 16th / 1200 17th Street)  
**Date:** Friday, September 25, 2015 9:25:52 AM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034 | Fax: 415-558-6409  
Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** sarah glicken [mailto:srglicken@gmail.com]  
**Sent:** Friday, September 25, 2015 9:25 AM  
**To:** Jones, Sarah (CPC)  
**Subject:** Concerns about the Corovan site (901 16th / 1200 17th Street)

Hi Sarah -

I urge you and the city to consider rejecting the Corovan Site project as it currently stands. The problems with the DEIR include:

- 1) Inadequate & Inaccurate Analysis of Traffic, Parking and Transit Impacts**
- 2) Inadequate & Inaccurate Study of Land Use (And Planning Policies Ignored)**
- 3) Inadequate & Inaccurate Analysis of Recreation & Open Space**
- 4) Inadequate Study and Mitigation of Soil Hazards**
- 5) Inadequate and Inaccurate Study of Population / Housing**
- 6) Inadequate and Inaccurate Study of Historic Buildings**
- 7) Inaccurate and Inadequate Study of Alternative Project Proposal**

It's imperative that the city look at the cumulative impact of the proposal building in Potrero Hill neighborhood before accepting this project.

Thank you.

Sarah Glicken

sarah glicken  
c 415.609.5355



**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: 901 16th/1200 17th Street  
**Date:** Monday, September 28, 2015 1:42:26 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Rebekah Engel <[rebekah@ermico.com](mailto:rebekah@ermico.com)>  
**Date:** September 28, 2015 at 1:27:35 PM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject:** 901 16th/1200 17th Street

I am writing to share some of my concerns about the proposed plan for this site. There seems to be several inadequate and inaccurate analysis of the area in many areas. I own and run a business located in this immediate area and I already see a huge impact on the area in regards to traffic and parking with the development of Mission Bay. There is a huge overflow of parking from the Mission Bay area that impacts the parking abilities of my employees coming to work here. They are already having to park 5, 6 or 7 blocks away as our parking is being taken by others not even working in the area.

Parking and traffic are huge concerns. Game day traffic is especially challenging. It could take as much as 45 minutes to get to the 280 freeway entrance on Mariposa from only a block and a half away. I speak from experience, I have been in that traffic.

The proposed plan from the Save The Hill group takes into consideration the problems we currently face here and future problems that will be created with further development. Their plan would help save the flavor of the neighborhood, respect the historic elements of the area, minimize traffic problems, and take into consideration the existing businesses in the area.

Please give the Save The Hill proposal your highest consideration. They are trying to show fairness to everyone. This is a beautiful section of the city with some of the best weather. Let's not ruin it by over-crowding it.

Thank you,

*Rebekah Engel*

Ermico Enterprises, Inc.  
President  
415-822-0361 – direct  
1111 – 17<sup>th</sup> Street

*Privacy/confidentiality notice: This e-mail, including any attachments and material is intended only for the use of the individual to whom or the entity to which it is addressed and may contain information that is privileged, confidential, or exempt from disclosure under applicable law. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is prohibited. If you have received this communication in error, please contact us immediately by telephone or email and destroy all copies of the original message. Thank you.*

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Corovan" project (901 16th / 1200 17th & Mississippi Streets  
**Date:** Monday, September 28, 2015 1:42:53 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Gigi Gee <[gigigee@mac.com](mailto:gigigee@mac.com)>  
**Date:** September 28, 2015 at 1:17:07 PM PDT  
**To:** <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject:** Corovan" project (901 16th / 1200 17th & Mississippi Streets

Hello Sarah,

My concern for about the development at 16th and Mississippi Streets is the traffic and parking.

When the ballpark was built the neighborhood was assured we would not be impacted by the traffic, I live at Texas between Mariposa and 17th. When there is a game I cannot get out of my driveway. There are speeding vehicles coming down my street trying to avoid the traffic.

Since the UCSF Children's hospital opened traffic in my neighborhood has become a nightmare. The hospital workers take all available street parking spaces by 6 am. I live close to many businesses that have workers who no longer can find parking on the street.

I am sure you have gotten many letters with the same complaints, but by building housing and businesses without parking is going to impact the neighborhood.

Gigi  
[gigigee@mac.com](mailto:gigigee@mac.com)

# POTRERO CHIROPRACTORS & ACUPUNCTURE

NECK, BACK, & HEADACHE PAIN RELIEF CENTER

FRANK GILSON, D.C. | BRENDA HATLEY, L.AC.

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October 1, 2015

**Planning Department Case No. 2011.1300E**

RE: Walden Development Project at Coravan Building

Dear Planning Use Committee,

My name is Dr. Frank Gilson, Vice President of the Potrero Dogpatch Merchant Association. As an active member of my local business community, I fully endorse this project.

The sponsor has done a tremendous effort of reaching out to our community for years. He has made his priority to listen to and hear the neighbors' and businesses' concerns, and he has been above-duty in addressing them.

Here are the facts:

- Draft EIR is accurate and adequate
- Project is well designed and addresses the community's concerns
- It will activate what is currently a blank streetscape
- The sponsor is very community-oriented and has donated to numerous non-profit causes like Daniel Webster Public School and the Potrero Hill Festival
- This project will help small businesses all over the southeastern neighborhoods like South Beach, Dogpatch, and Potrero Hill
- This project is exactly what the city wants; housing, which is what we all know we desperately need in San Francisco, and that which is close to mass transit. The light rail and numerous Muni lines are within a short walking distance.

It is because of these reasons that I urge you to endorse this project.

Thank you for your time.

Sincerely,

Frank Gilson, D.C.

# The Yerba Buena Neighborhood Consortium

c/o 230 Fourth St. San Francisco, CA 94107

A Council of the Yerba Buena Neighborhood's Residents and Community Organization

San Francisco Planning Department  
1650 Mission  
San Francisco, CA 94103

October 1, 2013

RE: DEIR Comments  
901 Sixteenth Street/1200 17<sup>th</sup> Street

Yet again the Department staff is preparing to recommend an almost 100% housing development in an Eastern Neighborhood's UMU District that was and is supposedly intended for mixed-use developments that maintain PDR uses in particular.

This is blatant City planning fraud: "**Bait and Switch.**" The total lack of sincerity is so deep that PDR is not even listed as an existing or possible use in the Summary of Alternatives Table VI-I (see reverse side of this page). How telling!

To consider a project that would in fact meet the stated and true intent of UMU zoning the EIR must include a genuine Mixed Use Alternative such as that detailed in the amended table on the reverse side of this page.

As a matter of general Eastern Neighborhood UMU policy, the Planning Department should establish a minimum requirement of 0.5 FAR of PDR spaces, including Arts and Trade Shop uses, for all large new developments in the UMU districts.

This would require about (the exact amount of PDR space needs design analysis to be pinned down) 76,000 sq ft of PDR space for this proposed project. It can be accommodated in the ground floor of the 16<sup>th</sup> Street building. It would replace all the retail except in the retained existing buildings (the Potrero Hill Neighborhood really does not need any more restaurants), the retail parking, and the 12 ground floor housing units now proposed there..

Moreover, the project's proposed 338 parking spaces for its proposed 395 housing units is grossly excessive. This site is located just a short 5-10 minute walk away for the almost 10,000 jobs in Mission Bay – the UCSF campus jobs, the office complexes jobs, and the hospital jobs. And it is adjacent to the new MUNI 55 route with direct shuttle to Third Street light rail and the 16<sup>th</sup> Street BART station. The real reason the Sponsor wants this parking is to market these housing units to Silicon Valley workers who use I-280 instead to commute 100 miles daily to work.

Therefore, to minimize the Project's traffic impacts, the garage under the 16<sup>th</sup> Street building should be eliminated, leaving only the 125 spaces under the 17<sup>th</sup> Street building. And this is very important issue regarding the cumulative development analysis due to the expected very significant traffic impacts on the 16<sup>th</sup> Street corridor of the pending Arena development.

For legal adequacy per CEQA, the EIR must include a True UMU Reduced Parking Alternative.

Table VI -1: **Full** Summary of Project Alternatives and Proposed Project Development + **True UMU Reduced Parking Alternative**

| Use  | Proposed Project          | No Project Alternative | Reduced Density Alternative | Metal Shed Reuse Alternative | True UMU Reduced Parking Alternative |
|--|---------------------------|------------------------|-----------------------------|------------------------------|--------------------------------------|
| <b>Total Building Area (gsf)</b>           | 616,452                   | 109,500                | 561,625                     | 369,907                      |                                      |
| <b>Residential Units</b>                   |                           |                        |                             |                              |                                      |
| Studio                                     | 53                        | -                      | 0                           | 18                           | 52                                   |
| 1 Bedroom                                  | 182                       | -                      | 162                         | 83                           | 177                                  |
| 2 Bedroom                                  | 146                       | -                      | 82                          | 68                           | 142                                  |
| 3 Bedroom                                  | 14                        | -                      | 29                          | 8                            | 13                                   |
| <b>Total Units</b>                         | 395                       | -                      | 273                         | 177                          | 383                                  |
| <b>Commercial/Public Use</b>               |                           |                        |                             |                              |                                      |
| Retail                                     | 17,818                    | -                      | 15,180                      | 10,100                       | 0                                    |
| Restaurant                                 | 7,150                     | -                      | 1,700                       | 10,100                       | 0                                    |
| <b>PDR</b>                                 |                           | 103,500                |                             | 46,957                       | 76,000                               |
| <b>Office</b>                              |                           | 6,000                  |                             |                              |                                      |
| Artist Workspace                           | -                         | -                      | -                           | 46,957                       | Included in PDR                      |
| Public Exhibition Space                    | -                         | -                      | -                           | 8,366                        | PDR Trade Shop                       |
| <b>Total Commercial/Public Space (gsf)</b> | 24,968                    | -                      | 16,880                      | 75,523                       | 76,000                               |
| <b>Open Space (gsf)</b>                    | 50,932                    | -                      | 56,850                      | 36,291                       | Same as Proposed                     |
| <b>Building Heights</b>                    | 68 (6)                    | 39                     | 68 (6)                      | 58 (5)                       | Same as Proposed                     |
|  | 48 (4)                    | 34                     | 48 (4)                      | 48 (4)                       | Same as Proposed                     |
| <b>Parking</b>                             |                           |                        |                             |                              |                                      |
| Off-Street Non-Residential Spaces          | 45                        | -                      | 36                          |                              | 4 spaces in garage                   |
| Off-Street Residential Spaces              | 338                       | -                      | 233                         | 121                          | 121                                  |
| Off-Street Car Share Spaces                | 5                         | -                      | 2                           | 2                            | Same as Proposed                     |
| <b>Total Off-Street Vehicle Spaces</b>     | 388                       |                        | 271                         | 123                          |                                      |
| Class 1 Bicycle Spaces                     | 455                       | -                      | 218                         | 184                          | Same as Proposed                     |
| Class 2 Bicycle Spaces                     | 52                        | -                      | 21                          | 20                           | Same as Proposed                     |
| Off-Street Loading Spaces                  | 1                         | 14                     | 2                           | 3                            | +1 in PDR space                      |
| On-Street Loading Spaces                   | 2 passenger; 2 commercial | -                      | 0                           | 0                            | +4 for PDR space                     |

Sources: DKS Associates, Partners, LLC Mixed-Use Project Transportation Impact Study, March 2015; Christiani Johnson Architects, Inc., Reduced Density Alternative and Metal Shed Reuse Alternative, March 2015.

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: N) Corovan approval as is - modified "Metal Shed Reuse" instead  
**Date:** Monday, October 05, 2015 5:39:15 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034 | Fax: 415-558-6409  
Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** dean bellerby [mailto:[dean\\_bellerby@yahoo.com](mailto:dean_bellerby@yahoo.com)]  
**Sent:** Friday, October 02, 2015 6:50 PM  
**To:** Jones, Sarah (CPC)  
**Subject:** N) Corovan approval as is - modified 'Metal Shed Reuse' instead

Dear Ms. Jones,

The project that's ultimately approved for the Corovan site will have a huge impact on Potrero Hill for many decades to come. As a Potrero Hill resident, I believe a modified version of 'Save the Hill's' "["Metal Shed Reuse Alternative"](#)" drafted by City Planning should be adopted, and should replace the developer's currently proposed mega-project.

I know you've already got all the details from 'Save the Hill': I add my support to their arguments for a modified 'Metal Shed Reuse Alternative'.

Thank you for your consideration,

Dean Bellerby  
731 Rhode Island St  
San Francisco  
CA 94107

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Comments on Draft EIR for 1601 Mariposa  
**Date:** Friday, October 02, 2015 11:19:52 AM

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Sent from my iPad

Begin forwarded message:

**From:** Rk <[kronster51@yahoo.com](mailto:kronster51@yahoo.com)>  
**Date:** October 2, 2015 at 11:13:25 AM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject:** Comments on Draft EIR for 1601 Mariposa  
**Reply-To:** Rk <[kronster51@yahoo.com](mailto:kronster51@yahoo.com)>

Hello,

As a long time home owner and resident of Potrero Hill, I am writing to register my dismay at what I see as an overly aggressive development plan for a neighborhood that can not handle it.

After looking over the EIR provided by Save the Hill, it is apparent that much of the data used to justify all of the proposed development is flawed. While not being an expert, I can attest to the already increased traffic congestion that has taken place. Now during certain times of the day, especially in the late afternoon intersections like Mariposa at Texas, 17th street between Missouri and the 280, and 18th between Missouri and Pennsylvania have already become crowded to the point of gridlock. Not only do cars line up in an attempt to reach the 280, but many drivers ignore traffic rules, block the intersection, and make it impossible to get through. With the addition of the project at Dagget Square due to open soon, and the potential for a Warriors stadium to be built in the near future, the traffic and parking around the hill will be untenable.

My wife and I joke to others and tell them that now when we leave our house we only go uphill, soon that joke will be NO JOKE.

I read that planners have said that things dealing with traffic, public transportation, and parking are on the list of things to change, but in my experience, it is mostly talk to get a project green lighted for construction.

I feel that the goals for the neighborhood laid out in the Eastern Neighborhoods Plan many years ago, were supported by data that no longer holds up if you look at the conditions in light of what really exists in 2015. New studies should and must be conducted to update the outdated ones.

The neighborhood should retain some of the character and architectural heritage of the past. The project proposed for the Corovan site, is yet another example of something that is not right for our neighborhood. When I look for other past projects that seem very successful, the



transformation of the old Greyhound Bus Terminal into CCA seems a great example. Here a building was transformed and re used respecting the past and making way for the future. The "Metal Shed Alternative" plan proposed seems much more in keeping with the original feel and scale of Potrero Hill. While not perfect, it represents development that would be much more in line with the wishes and needs of this community.

One only needs to look at all of the building that has taken place in Mission Bay to see examples of what not to do. As I watch the various projects go up in San Francisco and not just in my neighborhood, I am struck by their sameness. Being a professional designer for most of my career, I feel that San Francisco will eventually suffer from all of this and become very similar in look and feel to many other cities in America. We can ill afford this. Much of it's standing as one of the loveliest cities in the world, visited by tourists from around the globe, is based on it's unique architecture and not over development and cookie cutter building that is taking place now.

I urge you to consider all of the affects on our neighborhood before issuing yet another permit for a project that cannot be tolerated in this part of the city.

Thank you for your time.

Ron Kurash  
Lynka Adams

From: Jani [mailto:janimusse@gmail.com]  
Sent: Friday, October 02, 2015 10:39 AM  
To: mooreurban@aol.com  
Subject: Daily Traffic Reports 9/17/15-19/30/15 Potrero Hill/Mission Bay

Hi,

Thank you for your attention this evening at the hearing on Items 13 and 14. As I said in my three minute speech I was going to forward onto you some video of the traffic situation that we in the eastern neighborhood must endure now on a daily basis.

I meant to say this last night. You, your fellow commissioners and the entire planning department can plan for months for better transit to this area with more buses, rails, subways etc.... but none of that will make any difference. The amount of cars that pour into San Francisco from the South Bay, the East Bay and the North Bay is nothing this city has never known. The city transit helps those who live within the city, but the commuters are not going to all of a sudden, for example, take a bus from the South Bay. Creating more density is not the answer. The Owen Street addition will help a little, but it will not solve the problem. Giving permission for another oversized, bloated... REALLY unattractive apartment complex on this corner, would be a travesty.

This photo is an example of who might be standing on the corner of Mississippi and 16th St. With high density traffic, people get agitated and frustrated and impatient... then tragedy happens. In my opinion that particular corner needs clear visibility. With Josh Smith's bloated concept there would be none. Also, there should be a set back from the corner for parking for better visibility. A large truck in a hurry could whip around that corner and seriously injure someone.

When you go up to the Vimeo site, you can view any of the Daily Traffic Reports that I don't send below.

Here is some video footage of the Daily Traffic Report

<https://vimeo.com/140330174>

<https://vimeo.com/140823205>

<https://vimeo.com/141019001>

<https://vimeo.com/140118668>

<https://vimeo.com/140100070>

<https://vimeo.com/140474798>

<https://vimeo.com/140474827>

<https://vimeo.com/140487721>

<https://vimeo.com/140699498>

<https://vimeo.com/140699512>

My dream would be that the city buys the land from Josh Smith and does something truly wonderful with the property. A reuse and open space that's safe and less dense for that corner. The community over here in the eastern neighborhood have been hit hard with development. Please consider the safest and fairest choice for us.

Thank you so much for your time!!

Jani

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The Following are City Staff Summaries of Videos Received via the above email:

1. Intersection of Mississippi St and 16th St. 9\_28am 9\_21\_15-SD  
Approximately 1:40 minute video of morning traffic conditions in the area of 16th Street and Mississippi, including the Caltrain railroad crossing.
  - Opens with shot of railroad tracks, crossing guard coming down, train signal audible.
  - Camera pans left to show northbound vehicles on Mississippi stopped at crosswalk. Camera walks to corner and reveals vehicles backed up on Mississippi to Mariposa. Signal changes and north-bound Mississippi vehicles travel across intersection.
  - Pans left to reveal east-bound vehicles stopped at 16th Street cross-walk with north-bound vehicles from Mississippi continuing to cross the intersection towards 7th Street.
  - Camera pans right to reveal north-bound Caltrain commuter train approaching and crossing 16th Street.
  - Camera pans left 180 degrees to again show east-bound vehicles stopped at 16th Street.
  - Camera pans right back to show train traveling north of the 16th Street crossing.
  - Pan to the right to show west and east-bound 16th Street vehicles passing through intersection.
  - Camera pans further right to look south on Mississippi at stopped north-bound vehicles.
  - Camera pans further right to show vehicles slowly proceeding through right-turn island from Mississippi to east-bound 16th.
  - Pans to left showing stopped vehicles on Mississippi then further left to show east-bound vehicles on 16th passing through the intersection slowly.
  - End at 1:40.
  
2. Mississippi St and Mariposa St Daily Traffic report 9\_22\_15 10\_02am-SD  
Approximately 4:00-minute video of morning traffic conditions between the intersection of Mississippi and Mariposa Street and the north-bound I-280 off-ramp.
  - Starts with camera at the northwest corner of Mississippi and Mariposa, looking southeast across the intersection as vehicles travel west on Mariposa and north on Mississippi. West-bound vehicles on Mississippi are backed up towards I-280, stopping at stop sign at Mississippi, generally going west but sometimes turning north on Mississippi. Short pans back and forth.
  - Camera walks east on Mariposa, across Mississippi, showing west-bound vehicles on Mariposa slowly moving towards Mississippi.
  - Camera reaches intersection with Pennsylvania, vehicles continue towards the west on Mariposa, backed up to the I-280 north-bound off-ramp.
  - Camera continues walking east on the north side of Mariposa, showing steady line of vehicles exiting north-bound off-ramp from I-280.
  - Camera continues walking east until opposite north-bound off-ramp from I-280, showing a double line of vehicles exiting, most turning left (west) on

Mariposa, but some turning right.

- Various pans to left and right, including brief view east of vehicles slowly moving west on Mariposa, followed by pan left back to two lines of vehicles slowly exiting I-280, backed up to the top of the ramp.
- Stop at 3:56.

### 3. Video 9\_24\_15.mp4

An approximately 3:40-minute video showing traffic conditions at the intersection of Mississippi Street, 16th Street and 7th Street.

- Camera pans right to vehicles stopped at the 16th Street crosswalk, Daggett project in background.
- Camera pans right to Caltrain tracks then quickly back to view northwest, across 16th Street, to 7th Street. Vehicles from Mississippi crosses intersection, camera pans right to Caltrain commuter train crossing 16th Street to the south.
- Camera pans 180 degrees to view west up 16th Street with vehicles waiting for signal change. Mississippi Street vehicles continues to cross intersection northward in foreground.
- Camera pans right back to 7th Street where a few southbound vehicles are waiting at the crosswalk.
- Camera pans left back to 16th Street, east-bound vehicles still waiting at 50 seconds into video.
- Camera pans 180 degrees right to west-bound 16th Street vehicles (trucks, buses, cars) crossing railroad tracks from east side. Crossing signal audible again at 1:06 into video.
- West bound vehicles on 16th Street clears tracks and crossing guard comes down again.
- Camera pans left to view south on Mississippi; vehicles backing up towards Mariposa Street.
- Camera pans back to 16th Street with east-bound vehicles still holding at 1:33; train horn audible.
- Camera pans back to view of railroad crossing with southbound vehicles from 7th to Mississippi Street crossing in middle ground. Northbound train crosses 16th Street at about 1:50.
- Camera pans left back to 16th Street, northbound vehicles on Mississippi crossing intersection to continue on 7th Street.
- East-bound vehicles (including cyclists) on 16th Street released at about 2:10 to cross railroad tracks.
- Various quick pans of vehicles crossing the railroad tracks to view west of vehicles stopped again at the 16th crosswalk (at about 3:00).
- Pan right back to southbound vehicles released from 7th Street, which crosses 16th Street intersection.
- Camera pans back to view west of 16th Street, vehicles holding at 3:18 as pedestrian crosses in front.
- Camera pans left back to southward view of Mississippi, vehicles backed up to Mariposa.
- Final brief pan right and end.

### 4. Video 9\_25\_15 5pm daily traffic report.mp4

An approximately 1:25-minute video of evening traffic conditions between the intersection of Mariposa and Mississippi Streets and Mariposa and Texas Streets.

- Shot across Mariposa/Mississippi intersection, then pans left to look west up Mariposa, vehicles visible to Texas Street intersection is slowly moving downhill towards camera, stopping at stop sign and moving east through the Mariposa/Mississippi intersection. Vehicles also crossing north and south on Mississippi, through intersection.
- Camera pans 180 degrees to right to look east on Mariposa; vehicles appears to be moving east through the Mariposa/Pennsylvania intersection.
- At 0.26 seconds camera starts to walk west up Mariposa, with view of east bound cars slowly moving downhill. Occasional vehicle going west on Mariposa.
- About three-quarters of the way up Mariposa towards Texas, camera pans around to look east at vehicles moving slowly downhill, stopping at the stop sign at the bottom.
- Camera continues walk uphill, brief view of vehicles stopping at east-bound stop sign across Mariposa/Texas intersection.
- End at 1:25.

5. 9\_25\_15.mp4 – 2

An approximately 3:00-minute video of traffic conditions between the intersection of 17th Street and Mississippi Street and the intersection of Mississippi Street and 16th Street.

- Camera looking across 17th Street intersection at vehicles slowly moving north on Mississippi Street.
- Camera walks north across 17th Street, briefly panning east to show vehicles on 17th Street turning right onto Mississippi Street.
- Camera walks north on Mississippi Street, showing vehicles slowly moving north. Corovan building in background.
- Camera pans back towards 17th Street to show east and west-bound vehicles waiting to turn north on Mississippi, and vehicles on Mississippi south of 17th at stop sign, waiting to cross 17th Street/Mississippi Street intersection. Vehicles on Mississippi are backed up south to Mariposa Street.
- Camera continues walking up Mississippi Street in bike lane, train crossing guard signal audible. Little south-bound traffic.
- Camera reaches southeast corner of 16th Street/Mississippi as northbound commuter train passes by. At 1:43, intersection signal changes and north-bound Mississippi vehicles cross 16th Street and proceed north on 7th Street.
- At 1:59 camera shows east-bound vehicles on 16th Street being released and crossing the Mississippi/16th Street intersection. Vehicles also moving west on 16th Street, some making turn north on 7th Street. Crossing vehicles from 16th Street stops with signal change at about 2:43.
- Camera pans left to look south at north-bound vehicles waiting on Mississippi. Vehicles appear backed up to 17th Street.
- End at 3:03.

6. 9\_28\_15 Daily Traffic report-SD (1)

An approximately 2:50-minute video of traffic conditions between the intersection of Mariposa and Mississippi Streets and the intersection of 16th and Mississippi Streets.

- Camera walks north on Mississippi in bike lane showing vehicles stopped, then slowly moving forward.
- Camera reaches 17th and Mississippi intersection and pans right to show west-bound vehicles on 17th preparing to turn right (north) on Mississippi.
- Camera continues north, crossing 17th Street; at about 1:00 camera pans to the south showing vehicles backed up on Mississippi to Mariposa.
- Camera continues walking north on Mississippi towards 16th Street, showing vehicles stopped at Mississippi and 16th Street intersection, waiting for signal to turn.
- At about 2:00 signal changes and north-bound Mississippi vehicles travel north, some proceeding on 7th Street, others turning right (east) onto 16th Street and under the 280 viaduct.
- At about 2:15 east-bound vehicles on 16th Street are released and travel east across intersection (a few turning right and south on Mississippi).
- Vehicles on 16th Street crossing intersection in both directions.
- Camera pans south to show vehicles on Mississippi stopped behind crosswalk.
- End at 2:50.

7. 9\_28\_15 Daily Traffic report-SD

Approximately 2:00-minute video of late morning traffic conditions between the intersection of Mariposa and Mississippi Streets and Mariposa Street opposite the southbound onramp to 280.

- Camera point east, walking across Mariposa/Mississippi intersection to northeast side.
- Camera walks east show slow, steady movement of west-bound vehicles backed up to Pennsylvania. Some east-bound vehicles on Mariposa in background.
- Camera crosses Mariposa/Pennsylvania intersection and continues walking east towards the 280 viaduct, showing east-bound Mariposa vehicles slowing at the Mariposa/Pennsylvania intersection.
- At 1:26 camera quickly pans 180 degrees to briefly show east-bound Mariposa vehicles; pans back showing Center Hardware, continues walking east, tilts down to Caltrain tracks to show north-bound commuter train passing beneath.
- Camera tilts back up, pans east to show east-bound Mariposa vehicles, some

exiting from north-bound off-ramp on east side of 280 overpass. Less delay than seen between Pennsylvania and Mississippi.

- End at 2:02.

#### 8. 9\_29\_15 Daily Traffic Report-SD

Approximately 4:20-minute video of traffic conditions in the area of the intersection of Mississippi and 16th Streets, including the Caltrain railroad crossing.

- At southeast corner of Mississippi and 16th, camera pans right quickly from a view of the Daggett project to the gates lowering at the railroad crossing (train horn audible).
- Camera pans left to show east-bound vehicles waiting on 16th, pans left again to show north-bound vehicles backed up on Mississippi.
- Camera pans right 180 degrees to follow north-bound cars on Mississippi traveling to 7th Street as signal changes. Vehicles cross intersection slowly.
- South-bound Caltrain commuter train crosses 16th Street at 1:23.
- Camera pans left to show 16th Street east-bound vehicles still waiting while north-bound Mississippi vehicles continue to cross intersection in foreground.
- Camera pans left (looking south on Mississippi) to show right-turning vehicles (north-bound Mississippi vehicles turning right onto 16th) queued while vehicles crossing to 7th Street continue to pass out of frame.
- Camera pans right 180 degrees to show south-bound vehicles from 7th Street crossing intersection and continuing south on Mississippi.
- East-bound vehicles on 16th released at 1:23, cross intersection slowly. West bound vehicles cross slowly in background.
- Camera pans left to look south on Mississippi at vehicles stopped and backed up towards Mariposa.
- Pans back and forth as south-bound vehicles (and several cyclists) from 7th Street turns left (east) onto 16th and passes under I-280 overpass.
- Camera pans left to look south on Mississippi at still-stopped vehicles.
- At 2:35 camera walks south on Mississippi, past waiting vehicle. Signal apparently changes because vehicles start to slowly but smoothly travel north.
- At 3:22, crossing guard signal audible; camera turns around and walks north back to 16th and Mississippi intersection. While walking north, slow but steady movement of north-bound vehicles on Mississippi shown.
- At 4:04, crossing guard down, train horn audible. North-bound vehicles on Mississippi travel across intersection to 7th Street.
- North-bound Caltrain commuter train crosses intersection.
- End at 4:24.

#### 9. 9\_30\_15-SD

Approximately 3:50-minute video of morning traffic conditions along Mississippi Street between 16th and 17th Streets, and of the Caltrain crossing.

- Starts with camera walking south on east side of Mississippi Street, showing north-bound vehicles backed up to 17th Street. Vehicles are initially stopped but at about 0:25 they begin to slowly move north, apparently with the signal change at 16th Street.
- Crossing gate signal audible at 0:45, camera turns around 180 degrees and walks back to 16th Street intersection, again showing vehicles slowly moving north on Mississippi Street.
- North-bound commuter train crosses tracks at 1:25. Camera pans right back to Mississippi Street, right again to show vehicles stopped at southbound 7th Street, left back to north-bound Mississippi Street vehicles stopped and backed up to 17th Street.
- Camera pans right to show east-bound vehicles stopped at 16th Street cross-walk. At 2:11, east and west-bound vehicles on 16th are released and pass through the intersection.
- Camera pans left back to view south of north-bound vehicles on Mississippi stopped, waiting for signal at 16th Street to change.
- Camera walks south again on Mississippi, showing stopped vehicles.
- North-bound vehicles on Mississippi Street start to move slowly forward, presumably because signal at 16th Street has changed.
- End at 3:52.

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Response to the Draft Environmental Impact Report--Corovan Project, 901 16th St. + 1200 17th St.  
**Date:** Saturday, October 03, 2015 5:17:59 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Bonnie Baron <[bbaron1@gmail.com](mailto:bbaron1@gmail.com)>  
**Date:** October 3, 2015 at 4:17:06 PM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>, "[Malia.Cohen@sfgov.org](mailto:Malia.Cohen@sfgov.org)" <[malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)>  
**Subject: Response to the Draft Environmental Impact Report--Corovan Project, 901 16th St. + 1200 17th St.**

The following comments concern the Draft Environmental Impact Report (DEIR) for the proposed project at 901 16th St. and 1200 17th St.

#### TRAFFIC

The DEIR acknowledges traffic problems posed by this dense development, but it does not satisfactorily mitigate or address congestion caused by cars entering and exiting the proposed Mississippi Street parking garage. The project, as currently designed, is expected to generate over 4,000 new daily car trips.

Furthermore and inexplicably, traffic data used in the DEIR was gathered on only one day, during only peak evening commute in 2012. It fails to consider the cumulative impact on traffic and parking from recent, present and future developments. In the past four years, the effect on Potrero Hill traffic has been huge. Consider these developments, only a portion of traffic that is to come: 1000 16th St., 1391 16th St, 1601 Mariposa, 88 Arkansas, 1001 17th St. 1169 16th St. Public transportation to the site is limited to an extension of an already overburdened bus line.

#### PLANNING POLICY IGNORED

As proposed, the developers project will be 72-82 feet high. The Eastern Neighborhoods Plan considered heights between 45-59 feet. The DEIR ignores this discrepancy.

Because of its mass, bulk, and height, the project is dramatically out of scale with nearby residences and businesses.

#### HISTORICAL IMPORTANCE

The DEIR does not accurately address the historic importance of the existing structures. These are the last remaining structures of Pacific Rolling Mill and successor companies, Judson-Pacific, and Judson-Pacific-Murphy. Pacific Rolling Mill was the west's first iron and steel producing foundry. Pacific Rolling Mill and successor companies produced steel for landmark buildings and structures such as the Ferry Building, Grace Cathedral, Flood Building, State Capitol in Sacramento, Golden Gate Bridge, and Bay Bridge, among others.

The metal buildings at the project site should be preserved because of their historical significance and incorporated, or adaptively reused, in any new development.

Sincerely,

Bonnie Baron, Potrero Hill resident since 1975  
731 Rhode Island



**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Corovan project  
**Date:** Saturday, October 03, 2015 2:57:37 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Mr Peter Delacorte <[pdelacorte@yahoo.com](mailto:pdelacorte@yahoo.com)>  
**Date:** October 3, 2015 at 1:42:34 PM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject:** **Corovan project**  
**Reply-To:** Mr Peter Delacorte <[pdelacorte@yahoo.com](mailto:pdelacorte@yahoo.com)>

Ms. Jones:

My name is Peter Delacorte and I've lived on Potrero Hill since 1972. There have been gradual, tolerable changes on the Hill in those 43 years. But this new explosion of building, mandated by the Eastern Neighborhoods Plan and epitomized by the Prado/Walden project at the base of the hill, is horrendous. I realize that development is inevitable, but it must be as responsible as possible. I won't mention my aesthetic objections to the two-building plan offered by Prado/Walden, although they are considerable. I'll focus instead on the increased traffic and congestion that will inevitably come with the addition of 400 units to the already clogged arteries of 16th and 17th Streets. As things are, going east, west, or north from the north side of the hill between four and six o'clock is sort of urban nightmare that used to be limited to downtown and Bay Bridge routes. One pro-Prado/Walden speaker at the Commission hearing October 1st, said (essentially) Yes, the Hill is getting too congested and we should think twice about these big developments, but let's go ahead and build this one because the landowner is a responsible person. Would that it were so! The developers want to squeeze as many units as possible into this square-block space, adding at least four hundred cars--perhaps many more--into a neighborhood where parking and mobility are already stressed. Public transportation on the Hill is laughable, and plans to improve it are hardly auspicious, so people are going to continue to rely on their cars. It's not unreasonable to foresee half-hour travel times going west on 16th Street from Texas Street to Potrero Avenue, or east on Mariposa Street to the 280 freeway, or (worst of all) north on Seventh Street or Ninth Street. If something must be built on the site, let it be the metal shed reuse alternative, with far fewer units and cars.

Thank you,

Peter Delacorte  
731 Rhode Island St.

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: 901 16th / 1200 17th Streets – Case No. 2011.1300E  
**Date:** Sunday, October 04, 2015 6:35:51 PM

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Sent from my iPhone

Begin forwarded message:

**From:** John Loomis <[loomis.ja@gmail.com](mailto:loomis.ja@gmail.com)>  
**Date:** October 3, 2015 at 6:45:58 PM PDT  
**To:** [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
**Subject:** 901 16th / 1200 17th Streets – Case No. 2011.1300E

Dear Ms. Jones:

I am an architect. I am pro-development, pro-density, and pro-growth. I am also pro - good design.

I am not unaccustomed to testifying at Planning Department hearings and community meetings. But this time I find myself not testifying in favor the developer's proposal. I am testifying instead in favor of the community's design proposal in the draft Environmental Impact Report, also known as "The Metal Shed Reuse Alternative". Why?

It is the better design.

While I was always against the Kaiser project in terms of program, I did support, in theory, housing for the Corovan site. That was until I saw the Save The Hill proposal, and now the "Metal Shed Reuse Alternative" in the draft EIR. I must confess that I was completely won over by the design and the positive contribution it will make to the neighborhood.

The "Metal Shed Reuse" design is right for the site; it is right for the context. It is at a scale (with some modifications) that engages well with its surroundings. It celebrates and honors our history. It is very sustainable because it is adaptive reuse, repurposing an existing cultural resource. Adaptive reuse is always more sustainable than new construction. But this is more than adaptive

reuse, it is creative adaptive reuse and will join the other creative adaptive reuse examples such as the CCA campus that define the character of Potrero Hill and the way we choose to engage change.

The PDR / Trade Shop component of the proposal was intended for light and low impact purposes. I ask that the "Metal Shed Reuse Alternative" plan be revised by City Planning such that inclusion of light or low impact PDR / Trade Shop workspaces achieve environmental superiority. While I support this plan with height limits at 58 feet along 16th Street and 48 feet along 17th Street, I ask that any added height for mechanical/stair penthouses be capped at 68-feet, instead of 74.5 feet.

Creative adaptive reuse of existing structures should always take preference over Walmart scaled structures for the finely grained urban context of Potrero Hill.

Why has it come to this?

I am afraid if a finger must be pointed it must be pointed at the San Francisco Planning Department. I have had friends and colleagues in the department for years, and I sympathize with the enormous challenges they face on a daily basis. But I fear that recently there has been a serious breach of faith with the public. The San Francisco Planning Department has racked up a shameful trail of broken promises:

- Density impacts are not adequately and accurately analyzed.
- The principle of promoting "preservation of other buildings and features that provide continuity with past development" is not being followed.
- Preserving and respecting neighborhood character as stated in the Potrero Hill Area Plan and City General Plan has been ignored.
- The recent analysis that Potrero Hill / Showplace Square has already far exceeded the number of housing units planned and projected for 2025 is not taken into consideration.
- Planning continues to rely on "stale" data from the eight year old EN EIR to justify limited environmental review of sites like Corovan.
- Promises to provide necessary public improvements to support

the thousands of new residents.

- Sad to say, this is only a partial list...

But I here want to now applaud San Francisco City Planning for its pro-active role in shaping this compromise development plan that combines partial adaptive reuse with new housing construction. I whole heartedly endorse the "Metal Shed Reuse" proposal for the Corovan site as the only responsible option and the only good design that has been offered to the public.

Thank you for your kind attention.

Sincerely,

John A. Loomis FAIA

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Comments on Draft EIR for 1601 Mariposa  
**Date:** Saturday, October 03, 2015 2:58:04 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Rita Meakin <[rcmeakin@me.com](mailto:rcmeakin@me.com)>  
**Date:** October 3, 2015 at 12:22:02 PM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject:** **Comments on Draft EIR for 1601 Mariposa**

Sent from my iPad. I was born in San Francisco, raised my children here and live on Potrero Hill. I moved from Willard st in the upper Haight 20 years. At that time parking on Willard street was to put it mildly a nightmare. Cars circling on three shifts at UCSF to park, traffic that at the time seemed outrageous, the beginning of letter parking "J" right after the original "A". I am asking the city to reconsider the enormous projects that are going up all over the city but in particular the cordovan site for this communique. We have been protesting this site as well as the site on carolina st for many reasons but the one you all seem to ignore is traffic. I would love to ask everyone at city hall to send a copy of where the people live who work at city hall. When I asked the people at the first cordovan meeting where they lived almost no one lived in San Francisco. You can build high rises until the cows come home but here is no place for traffic. Come to the design center of a morning or evening.....the streets back up all over lower Potrero hill streets. I every direction and the two behemoths being built on the old design center building site as well as the entire city block at Brennan and eighth are unimaginable nightmares not yet I habited. To put a spin on it to use a bike metaphor everyone does not ride one and the transportation sucks. Oh yes you put a bus on 16th street to accomodate UCSF but we folks on he hill who have suffered from bad service for the twenty years I have lived at 1900 20th street sit backand wince at what is to come.

Please someone listen to the people who live here. We are not in pacific heights where I know this would not be tolerated without a fight like we have fought for at least two years . You are on a tolerant side of town.....please listen to people. Oh and by the way this doesn't even consider a new basketball venue the new Giants park...read housing, and all that is being built in Dogpatch. Thank you, sincerely, Rita Meakin

Sorry for errors with typin, I have funny fingers. By the way there's a new catchy real estate phrase.....Potrero Flats. Good grief?

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Draft EIR for the Corovan site at 901 16th / 1200 17th & Mississippi Streets  
**Date:** Sunday, October 04, 2015 6:35:39 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Scott Mize <[scottmize@earthlink.net](mailto:scottmize@earthlink.net)>  
**Date:** October 3, 2015 at 7:17:08 PM PDT  
**To:** Sarah Jones <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject: Draft EIR for the Corovan site at 901 16th / 1200 17th & Mississippi Streets**

Dear Ms. Jones,

I am writing to you to express my full support for the Save the Hill position on the draft EIR for the Corovan site at 901 16th / 1200 17th & Mississippi Streets. You can find a detailed summary and critique at <[www.savethehill.com/DEIR/DEIR\\_Flaws\\_Corovan.html](http://www.savethehill.com/DEIR/DEIR_Flaws_Corovan.html)>. I urge you to follow their recommendations.

Best regards,  
Scott

Scott Mize  
598 Wisconsin Street  
San Francisco, CA 94107-2732  
[scottmize@earthlink.net](mailto:scottmize@earthlink.net)  
[www.ScottMize.com](http://www.ScottMize.com)  
[www.linkedin.com/in/scottmize](http://www.linkedin.com/in/scottmize)  
[www.angel.co/scottmize](http://www.angel.co/scottmize)  
@ScottMizeSF  
[www.about.me/scott.mize](http://www.about.me/scott.mize)  
415-531-0339 mobile  
Skype: scottmize

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Cordovan site Potrero hill  
**Date:** Saturday, October 03, 2015 5:17:48 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Carol Sundell <[casundell@yahoo.com](mailto:casundell@yahoo.com)>  
**Date:** October 3, 2015 at 4:52:58 PM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject:** Cordovan site Potrero hill

Dear Ms. Jones,

I am a long time resident of Potrero Hill writing you from Vancouver, Canada. I just spent a day on Granville island where there were wonderful repurposed warehouses. It was a pleasure and visual delight to walk, eat, have coffee etc. and feel a sense of place and history away from the numerous slick new buildings that dominate much of Vancouver, though I must add they always seem to breathe because of the open space that surround them plus there are numerous works of art everywhere and beautiful plantings and trees!

If I could see you in person I would BEG YOU to promote and consider the alternative plan presented by the Hill, it is crucial to the soul to have this type of alternative to what is rapidly taking over the Potrero hill neighborhood.

There are at least 15 projects that will forever change the neighborhood not in a positive way...traffic is already a nightmare. What took me 5 minutes to go from my home on Wisconsin street to the U.C.S.F. Bakar Center, now is at least 45 minutes and the site that is currently under construction at 16th and 7th is going to make things an even bigger nightmare . We have a chance to really do something very special at this site!

Please do not ignore the many rules that were in place about height, preservation and the word compliment the existing buildings in the eastern neighborhood plan.

Most sincerely and respectfully,

C. Sundell  
771 Wisconsin street

Sent from my iPad



**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Coravan Project (901 16th/1200 17th & Mississippi Streets)  
**Date:** Sunday, October 04, 2015 6:35:02 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Lynka Adams <[Lynka@lizardlover.com](mailto:Lynka@lizardlover.com)>  
**Date:** October 4, 2015 at 4:46:49 PM PDT  
**To:** <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Cc:** <[malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)>  
**Subject: Coravan Project (901 16th/1200 17th & Mississippi Streets)**

I have lived on Potrero Hill since 2002 in a single family home between 18th and 19th streets on Texas where I moved with my husband and our then teenaged daughter. Having lived in San Francisco through the first tech boom, this current one is not a stranger. Our city must grow to accomodate new citizens and I am okay with this. I understand that multiple unit apartment buildings are the only means to make this happen and I am also okay with this.

My concerns regard the lack of infrastructure in place to handle the many thousands of new residents and their vehicles that will come with these new apartments. The Coravan Project in particular, because it is so close to my home, addresses the deficiencies in both 16th and 17th Streets which are the obvious conduits from the western side of the city into Mission Bay. The traffic has increased so noticeably that beginning at 2pm there is virtual gridlock at 16th and Mariposa with cars blocking the box in their effort to reach the 280 freeway. I do not believe the recent traffic study truly examined what is happening here. Few of the recent large developments have residents yet and our neighborhood is nearing CRITICAL MASS. Four way stop signs are currently every other block which confuses visitors and makes it nearly impossible for cars entering from side streets without 4 ways to make it across the road. As much as I hate to see traffic lights come to my neighborhood they should be a necessity in the near future.

I have attended many meetings regarding The Coravan project and have seen repeated presentations of the design scheme. I have also contributed my own opinions on how these plans could be improved upon. The Metal Shed Reuse Plan put forth by members of the concerned citizens of Potrero Hill is, I believe, a fair and wise compromise to the developer's current plan. PLEASE help us preserve a modicum of historical character in this once genuine mixed use neighborhood. Integrating these existing buildings into new homes and business creates a rich mix of old and new and serves as a reminder of diversity in our

city. The message of conservation and reuse would be a loud one much like the upcycling of the old Grayhouse bus station into our current College of Arts.

I fear quite soon I will find my town overtaken by the same blocky, uninspired, monstrously large, out of character edifices that are diluting the modern world. This neighborhood presently cannot handle the crush that is coming. Scale it back. PLEASE!

Sincerely,  
Lynka Adams  
Homeowner  
348 Texas Street  
San Francisco, CA 9410

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Case no. 2011.1300E SF Planning Department  
**Date:** Monday, October 05, 2015 5:24:44 PM

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Sarah Bernstein Jones  
Environmental Review Officer  
Director of Environmental Planning

Planning Department!City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034!Fax: 415-558-6409  
Email: sarah.b.jones@sfgov.org  
Web: www.sfplanning.org

-----Original Message-----

From: Jci Cpuc [<mailto:jci.cpuc@gmail.com>]  
Sent: Sunday, October 04, 2015 9:48 PM  
To: Jones, Sarah (CPC)  
Subject: Re: Case no. 2011.1300E SF Planning Department

Re: Case no. 2011.1300E SF Planning Department

Comments on deficiencies in the Draft EIR for the Corovan Project Proposed for 901 16 th/ Mississippi/  
1200 17th Streets

To Sarah B. Jones,  
[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)

I would like to commend the inclusion of the Metal Shed Reuse Plan in the draft EIR analysis. Continued evaluation of this community borne and viable alternative allows the Planning Commission to have a robust choice in the preferred alternative and potential mitigation measures.

My comments are focused on the broad area of public right of way use and implications of traffic and project egress on mass transit and PDR viability due to the adjacent truck route.

Overall viability of PDR: Potrero Hill and the City rely on the Routes immediately adjacent to the proposed project.

17 th and Mississippi is a designated Truck Route both West on 17th and North on Mississippi. Thus impairment of the flow on these routes (city public right of way) is detrimental to the flow of materials and commerce into the City of San Francisco. On the original day of the Corovan hearing on the Draft EIR I personally witnessed traffic grossly impaired before 7:30 am on 17th approaching Mississippi from the East. Mississippi was full in part due to the Caltrain at grade crossing at 16th and Mississippi. A commercial vehicle (Golden Gate Meat Co.) went into on coming traffic to go around the traffic congestion for a half block and then proceeded down 17th.

The traffic study referenced in the EIR was grossly inadequate. A traffic study that examined a single day's few hours of PM traffic is not adequate to examine the impact of this project and potential siting of egress or proposed expanding in the public right of way.

Pedestrian Safety and proposal to alter use of City Public Right of Way:

On page II 24 of the August 2015 EIR the project proponent suggests adhering to the Better Streets Plan recommended 15 foot sidewalks by Intruding onto the street and critical public right of way for the

city. The suggested remedy is to extend the existing curb into the public right of way by five feet effectively narrowing 16th street by five feet. 16th street is a critical passage for bikes and transit and pedestrians and scooters and skaters and cars and trucks and "Google buses" and minibuses from nearby businesses and hospitals. It is not in the public interest to narrow the street instead the proponent must mitigate the impact of the five foot proposed encroachment by instead moving back the project five feet from the existing curb in order to adhere to the Better Streets Plan. The existing curb on Sixteenth should be preserved or 16th should be widened. The suitable side walk 15 foot minimum should be provided by the developer providing an easement for the public of at least 5 feet for foot traffic/pedestrian use. The project proponents Fig II -4 also reflects this atrocious proposed seizure of a critical street by a private developer in order to comply with city pedestrian safety initiatives.

Level of Service Analysis page IV 2

This entire analysis must be reframed and bolstered or the document must be recirculated after OPR adopts the new CEQA guidelines which have a comment period which closes AFTER the Oct 5 extended comment period for the draft EIR. The document presents a speculative perspective on establishing significance re section 21099.

I would argue LOS in a transit route, private bus route, truck route, bike lane with an at grade rail transit crossing may continue to require consideration in LOS. In addition there is support of PDR. It is already an area determined to have poor air quality so additional congestion would exacerbate that unless exclusively ZEV ( zero emitting vehicles).

DEIR needs to take notice of adjacent school and school children. ALT school should not just be a footnote in this document. Including treatment of toxic dust during construction and noise.

Geological Hazards: Impacts on Gas transmission pipelines need further study. Please consult with PG&E. This proposes to site a very high density development next to a major line. Specific maps were provided in public scoping. Construction impacts are of special concern.

Traffic Study was completely inadequate.

Level of Service witnessed in the morning is D,E or F.

A study of peak PM 4-6 pm failed to capture morning congestion. Muni data was from 2011- stale for 2015 document.

No consideration was given of Caltrain and the impact on traffic and safety of the at grade crossing. In addition you are proposing to house people in an area with two crossings that should not ever be eligible for a quiet zone due to the public interest in the crossing warnings include an audible train horn to warn those near the tracks. Quiet enjoyment will be impaired.

If a proper traffic study is attempted be sure to study the impact of the closed rail crossing and traffic flow for example between originating 4th St station and 22nd St there are 3 trains in ten minutes during morning commute ( at 22nd at 7:19 am, 7:24 am and 7:29 am). The traffic study is not adequate given the project is across street from major 16th Street at grade Caltrain crossing.

Mississippi egress proposed is also very problematic given the narrow two lane street and proximity to train crossing. Alternative egress, or traffic flow restrictions should be considered in revised proposed project.

Any traffic study has to ensure no persons or vehicles get caught on the tracks due to blocking for example south bound Mississippi.

Mississippi north bound is generally problematic with the morning peak and as mentioned above exacerbated by adjacent heavy rail transit CALTRAIN crossing.

I would commend the less dense alternative Metal Shed Reuse Plan as useful to address some concerns.Thanks for your consideration of these comments.

Sent from my iPad

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Comments on Draft EIR for 1601 Mariposa  
**Date:** Sunday, October 04, 2015 6:34:47 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Lucy Farey-Jones <[lucyfigfig@gmail.com](mailto:lucyfigfig@gmail.com)>  
**Date:** October 4, 2015 at 5:32:01 PM PDT  
**To:** [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
**Cc:** [malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)  
**Subject:** **Comments on Draft EIR for 1601 Mariposa**

Hi there

As a resident of Mississippi Street I am writing to object to the scope of the proposed Corovan Project. The rate of development on the hill has been fast and furious with many 'luxury' condominium projects going up int the past decade. This project scope of hundreds of new units on a busy intersection seems ill-considered to me. This is a residential street and there needs to be consideration given to traffic and parking issues. I disagree with the EIR that there will be no impact on the traffic patterns; that is ridiculous. In addition the proposed building is HUGE and bears no relationship to the rest of the neighborhood.

SF needs to stop letting developers ruin the character of our city.

Lucy Farey-Jones

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Comments on 1601 Mariposa project  
**Date:** Sunday, October 04, 2015 6:34:40 PM

---

Sent from my iPhone

Begin forwarded message:

**From:** Janine Firpo <[jfirpo@sevaksolutions.org](mailto:jfirpo@sevaksolutions.org)>  
**Date:** October 4, 2015 at 5:59:30 PM PDT  
**To:** <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject: Comments on 1601 Mariposa project**

Hello Sarah -

As a homeowner in the Potrero Hill neighborhood, I wanted to provide my comments prior to the November 12th hearing on the 1601 Mariposa project.

I am a supporter of Grow Potrero Responsibly and Save the Hill, and I agree with the positions that Save the Hill has articulated in their summary and critique, of which I am sure you are aware. From my perspective, the two issues that are most critical to me are (1) ensuring that traffic issues be dealt with adequately and (2) ensuring that this new building is not overly dense. From my reading of the materials that I have available to me, neither of these concerns have been adequately addressed by the builders or the city.

Prior to finalizing the plans for the proposed building at 1601 Mariposa, I would like to see:

- \* A Transit First policy that assures that viable options to deal with the increased traffic flow is in place BEFORE the problems occur. It is not sufficient in my view to have vague references to what will be done.

Concrete and achievable measures should be in place, along with adequate funding and planning to ensure they are carried out.

- \* A meaningful reduced density alternative that eliminates at least one story or more of the residential building complex along 16th Street, widens the pedestrian "alley" along the western side of the development by at least 20 feet, and includes commercial space along 17th Street.

The east-west "pedestrian mews" should be open and accessible to the general public. Heights should be capped at 48 feet along 17th Street and 58 feet along 16th. If added height is required for a mechanical/stairway penthouse on the northeast 16th Street corner of the proposed project then this additional height should be capped at 68 feet.

Thank you for the consideration of my requests and those of my neighbors.

Regards -

Janine Firpo

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Comments on the Draft Environmental Impact Report for the Corovan project (901 16th / 1200 17th & Mississippi Streets - Concerned Neighbor  
**Date:** Sunday, October 04, 2015 6:35:27 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Holly <[holly@hollyfriedman.com](mailto:holly@hollyfriedman.com)>  
**Date:** October 4, 2015 at 9:18:43 AM PDT  
**To:** <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject:** **Comments on the Draft Environmental Impact Report for the Corovan project (901 16th / 1200 17th & Mississippi Streets - Concerned Neighbor**  
**Reply-To:** <[holly@hollyfriedman.com](mailto:holly@hollyfriedman.com)>

Dear Ms. Jones,

I am writing to urge the Planning Department to select the Metal Shed Reuse Alternative presented in the EIR for 901 16th/1200 17th Streets. This alternative is the only one in the EIR which retains and protects the surrounding environment and has the lowest impact on an already heavily traveled intersection which is under construction.

Currently there is active and long term construction at the crossing of 16th street for Mission Bay UCSF Children's hospital, UCSF Mission Bay university, and Daggett Place. Starting construction in a few months at the 901 16th site would have a severe negative impact on the environment and health of the community. Poor air quality, increased noise levels, safety due to large building equipment and road closures are just a few of the cumulative negative impacts that come to mind if there is an additional active construction approved at this location. I am not finding the section in the EIR where cumulative impacts for this particular corner in Potrero were described. Please let me know where this information is in the report.

The Corovan site at 901 16th street is one of the few remaining active PDR properties in Potrero Hill. I object to the alternatives presented in the EIR which eliminate or reduce PDR space because of the drastic change that would result in the character of Potrero Hill.

As a long time resident of the Hill, I moved here because of the mix use of buildings. The reason I live in Potrero is to be among a thriving community that supports PDR space and it's industrious and creative residents. I value the balance of PDR and residential properties in Potrero Hill. The planning department can work under CEQA to retain the character of the neighborhood while it works with developers to create responsible housing growth. The Metal Shed Reuse Design is just one example of a design which spotlights the character of a neighborhood while adding much needed housing. PDR space for self employed/entrepreneurs like metal shops, woodworking shops, commercial fabrics and upholstery are many of the types of businesses that define the character of Potrero Hill. These businesses are typically wholesale suppliers and not retail store fronts; thus they have low impact on traffic and parking.



Planning needs to protect and foster PDR in Potrero Hill and work with developers to design properties that are truly mixed use and not 100% residential. If Planning supports the design proposed by the developer of 901 16th street it is saying that PDR space does not matter. If Save the Hill, a neighborhood group can prepare a design that respects the integrity of the neighborhood, then certainly the developer with their financial resources and knowledge of building can design an equally or improved design which would be mutually beneficial for everyone.

Holly Friedman  
316 Arkansas Street, San Francisco, CA 94107  
415-335-1290

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Comments on the development proposal for 901 16th Street and 1200 17th Street  
**Date:** Monday, October 05, 2015 5:24:30 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

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Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** Ergin Guney [mailto:[erginguney@gmail.com](mailto:erginguney@gmail.com)]  
**Sent:** Sunday, October 04, 2015 10:16 PM  
**To:** Jones, Sarah (CPC)  
**Subject:** Comments on the development proposal for 901 16th Street and 1200 17th Street

Dear Ms. Jones:

I'm an eight-year resident of Potrero Hill and I'm writing to share some thoughts on the draft environmental impact report for the development project planned for 901 16th Street and 1200 17th Street. I'm worried that building the currently proposed project at this site will not only have various long-term negative impacts on its immediate area that will be difficult to mitigate, but also be a missed opportunity of major proportions.

I have attended the public hearing on this project held on October 1st as well and provided some of my opinions in person. I'd like to use this written opinion to elaborate a little more on one or two of the issues that concern me the most and to provide return feedback in response to some of the comments made by the commissioners at the end of the public hearing session.

An issue I pointed out during the public hearing session, which was repeated by a few other commenters, is the failure of the draft environmental impact report to take into account the potential traffic and parking impact of the Warriors arena that is slated to be built nearby. I believe a member of the Planning Commission touched upon this after the end of the public hearing session on October 1st by pointing out something along the lines that it's not clear how two separate projects in proposal state could take the impact of each other into account in their respective environmental impact reports. While the practical difficulty of this is fairly evident, I believe the core reasoning behind it has an essential weakness. For the sake of example, imagine a scenario where a particular area of the city has a set amount of a certain public resource currently available; say, a maximum excess capacity for 5,000 car trips per day. Let's assume that three different development projects are simultaneously proposed for this area and have environmental impact reports prepared

that show each one as adding 3,000 car trips to the area per day. When taken individually, none of the three projects present any overburdening of this resource in this area, clearly. However, if all three projects are approved based on this criterion and get built, what we would end up with is an area that had spare capacity for only 5,000 more car trips per day being choked with an extra 9,000 car trips per day with the full sanctioning of the planning authorities. To me, this is a clear sign that there is a responsibility on the part of the planning system to take into account the overall outlook when evaluating the merit of any individual proposal. From that point of view, I don't believe the considerations arising from the proposed Warrior arena can be left out of the environmental impact report in good conscience, and neither can the impact of other current proposal not represented in the draft report. I believe the list of such disregarded development projects looks like this:

1150 16th Street  
1301 16th Street  
1001 17th / 140 Pennsylvania  
1717 17th Street  
88 Arkansas Street  
801 Brannan Street  
975 Bryant Street  
580 De Haro Street  
540 – 522 De Haro Street  
1601 Mariposa Street  
131 Missouri Street  
249 Pennsylvania Avenue  
98 Pennsylvania Avenue  
790 Pennsylvania & 22nd Street  
645 Texas Street

One other comment I made in person during the October 1st public hearing was about the lack of any explanation of what makes the adaptive reuse alternative listed in the draft report infeasible for the developer. I believe this, too, received some mention during the commissioners' responses after that session, roughly to the effect that the developer may not be expected to spell out exactly why an option was considered infeasible. While I have no basis to argue against the validity of that assessment in terms of laws or regulations, I see a problematic aspect of that approach in general. If there's nothing that forces a developer to justify why a particular proposal listed in an environmental impact report is considered infeasible, I don't see what would stop any developer from listing any number of alternatives and designating only the one with the worst environmental impact as being the feasible one (simply because it's the most profitable for that developer) while arbitrarily designating all the alternatives with lower impact as infeasible. I realize that this does not necessarily mean that the developer's chosen solution will necessarily be approved by the commission, but it does leave the door open for misleading the commission as well as imbuing the developer with a false sense of flexibility with respect to being open to alternatives; not to mention the fact that this practice would routinely deprive the city of development options that could be of greater benefit to local communities while still producing a reasonable amount of profit for the developer.

Speaking of comments made by the commissioners after the hearing on October 1st, I believe it was commissioner Dennis Richards who mentioned during his comments an interest in sorting out the convoluted story of the historic designation of the metal buildings currently on this site. As a long-time resident of the neighborhood, I've had the chance to follow the story of this site ever since the development proposal for this location used to be a Kaiser facility. I believe it's widely known that all the structures at this site were originally designated as historic. It's also no secret that the 2011 report by Page & Turnbull is the reason this designation was changed, leaving merely the small, brick office building on the site with any historic significance. The part of the story that is crucial to understand in order to make sense of the story of the historic status of these buildings is that Page & Turnbull was hired by lawyer Steve Vettel who, in turn, was hired by Josh Smith of Walden Development as part of his appeal of the original historic designation. **It's, therefore, a bit too convenient that the new report about the historic status of these buildings sponsored by Walden Development reached a conclusion that is completely in line with the interests of Walden Development.** According to accounts I've heard, this appeal passed the Historic Preservation Committee by being buried in an enormous package of property items that went before the committee as a single motion.

I don't expect the Planning Commission to simply take my word about the story as to how the historic status of the buildings on this site were changed. On the contrary, I would strongly urge the committee to verify this through their own means, which should not be difficult to do at all.

One additional issue I'd like to bring up that I wasn't able to include in my verbal comments and that is not too far removed from the traffic density issue is the topic of public transportation, which is one more of the major problems about this project, in my opinion, and is not emphasized enough in the draft report. I don't expect it will be news to any members of the Planning Commission how underserved Potrero Hill is in terms of public transit and has been for a while. The developers behind this project make an appeal to the public transit possibilities when they try to minimize the expected parking space and traffic impact of this complex. That leaves me wondering how the already inadequate level of public transit service in this area will manage to meet the demand for this many more public transit trips, in conjunction with the additional demand to be brought by another multi-hundred-unit residential development project (Daggett Place) already underway right across the street. Unless an explosive growth in the public transportation servicing this area is slated for the near future, I don't see how the public transit expectations of the developer will be met. And I hope I can be forgiven for being doubtful that any such explosive transit growth is being planned.

Finally, I cannot overstate the significance for a big chunk of the Potrero Hill neighborhood of the adaptive reuse alternative listed in this draft EIR. I won't go into the specific reasons of this yet again here, because I feel they have been amply voiced by members of my community already. I hope that, after these and other shortcomings of the draft environmental impact report are addressed in the final version of the report, the wider implications for the neighborhood of such a project and the implications of the loss of these historic structures are not neglected as the commission decides what is best for this site, and reaches that decision based on the merits of the proposed alternatives.

Thank you for your attention.

Respectfully,  
Ergin Guney

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Case No. 2011.1300E  
**Date:** Monday, October 05, 2015 5:24:55 PM

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Sarah Bernstein Jones  
Environmental Review Officer  
Director of Environmental Planning

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-----Original Message-----

From: Kent Roberts [<mailto:kroberts@SFMOMA.org>]  
Sent: Sunday, October 04, 2015 8:52 PM  
To: Thomas, Christopher (CPC); Jones, Sarah (CPC)  
Cc: Cohen, Malia (BOS)  
Subject: Case No. 2011.1300E

To: Ms. Sarah Jones

Mr. Chris Thomas

From: Kent Roberts  
Re: Case No. 2011.1300E

Dear Ms. Jones and Mr. Thomas,

I am writing to encourage the Planning Commissioners to adapt the "Metal Shed" option included in the draft Environmental Impact Review document for the addresses of 901 16th Street and 1200 17th Street. I know I speak for many when I express my regret over how much industrial architecture is being demolished so that cookie cutter condos can go in their place, but this example in particular stands out because of the location and the uniqueness and history of the structures and its potential to offset some of the eliminated and threatened arts spaces in the area and throughout the city. I urge city planning to find a way to make the "metal shed" adaptive reuse option a viable proposal. The proposal itself looks to me to be a sketch of an idea, but there are ways to make this the environmentally superior option and it is clear to me and everyone I know that this option has the best potential to satisfy the greatest number of people.

I am the Exhibitions Designer for SFMOMA and though currently do not live in Potrero Hill, I have both lived and worked in the neighborhood up until very recently, and I continue to spend a great deal of time there as well as visit artist friends and attend exhibitions in the art galleries that have recently moved into the neighborhood. I have a longstanding relationship with this neighborhood, particularly as an artist who has worked in a Dogpatch studio not unlike the Corovan metal structures. I also participated in an art exhibition about the history of this site and these buildings, and I know that there is a widespread interest in the history of these structures and in finding a way to put them to new use. They are the last structures connected to the history of Judson – Pacific and the Pacific Rolling Mills (the one in the Dogpatch having been destroyed, and one that used to be in the east bay was lost to the Ikea development.) The buildings at Mississippi, 16th and 17th Streets are truly some of the last

vessels of large scale industry in Potrero Hill proper, and if they were given new life they could house a number of neighborhood-friendly services while paying tribute to a unique role Potrero Hill has played in the city 's history.

I am also currently an advisor for the Minnesota Street Project (Minnesotastreetproject.com<<http://Minnesotastreetproject.com>>), a project that I believe is both relevant to the 901 16th Street and 1200 17th Street developments and could complement or serve as a model to some aspects of this site. My colleagues and I are very committed to contributing to this neighborhood's community of artists and creators of all sorts, and it is evident that the neighborhood supports projects that cultivate this commitment. The areas of Potrero and the Dogpatch have a long and distinguished history of providing makers spaces that other neighborhoods do not want or for whatever reasons do not allow. We are currently witnessing the erosion of these kinds of spaces as more and more housing appears to be prioritized over other vital roles for land use and other kinds of architecture. There is a great deal of community support for preserving the industrial structures and maintaining some connection between the site's purpose and the role of makers (something this neighborhood is known for past and present).

On this matter of community support, I am concerned that the developers have misled city representatives in suggesting that they have a good deal of support for their proposal. Part of this concern is based on what I have witnessed in the past few years including the shenanigans of putting neighborhood "representatives" on the developer's payroll or persuading people (some of whom don't even live in or have an ongoing connection to the neighborhood) to make public statements of support. I know also of artist friends who have been promised commissions by the developer (for among other things photo-documenting the destruction of the metal structures) as a way of giving the appearance that artists support his proposal. I know a wide variety of people who care deeply about the future of this site and of the neighborhood generally, and I have never heard anyone argue against dedicating some of this site to housing or to ensuring that the site be economically advantageous to the developers, but no one I know wants the metal structures to be destroyed. No one I know wants this very interesting set of industrial structures to be sacrificed for upscale housing and chain store retail. There has to be a way of keeping these buildings as a physical reminder of the neighborhood's roots in industry and a way to update it for 21st century needs of both housing and new (but small scale) "industry" or the organizations that support local arts.

One development worth noting in this regard has been the relocation of what used to be downtown art galleries to the northwestern edge of Potrero. There is strong community interest in "connecting the dots" of the various arts organizations and imperiled artists studios that can be found along Potrero Avenue, north of 16th Street (in the form of CCA), the eastern edge of Potrero and beginning of the Dogpatch (Noonan Studios in Pier 70) and the southern Dogpatch. The neighborhood acronym "doremi" has been popularized to refer to the areas of the Dogpatch, Potrero, and Mission Bay as areas serving a vital "arts" role for San Francisco. We believe that the Corovan site could and should play a role in both "connecting the dots" of some far flung existing arts spaces and help to replenish some of the fast vanishing studio, manufacturing and exhibition spaces around this area.

I know I speak for many when I say that one of the most appealing things about Potrero Hill is its interesting mix of the industrial and residential and the old and the new. This is reflected in the diversity of architecture and the people who live and work here. That diversity can not survive unless the city plays a very significant role in carefully examining every tear-down proposal that comes down the pike. The developers have put forth a proposal that would salvage mere fragments of these structures. As someone who knows a thing or two about architecture, I can say with some authority that these fragments would be threatened by the very nature of the surrounding proposal.

Furthermore, the buildings' most characteristic features are the outline, roof profile and the water tower, all features that combine to tell their own story of their previous functions. Why can't the developers put their new structure on the wide open parking lot and leave the roof line, large metal awnings and garage door openings and water tower intact and let the neighborhood retain some of its industrial character?

Today even as the neighborhood is experiencing a rise in art galleries and an expansion of the California College of Art's campus, recent building trends threaten to eliminate the few remaining reminders of Potrero Hill's industrial past and push out artists and light manufacturing that provide this neighborhood

with much of its cultural appeal. In recent years I have seen the demolition of a number of the neighborhood's older and industrial structures, some of which had historical merit even if not as significant as that of the current Corovan buildings. I realize that it may not be possible or desirable in every instance to find new uses for some of the older buildings in the neighborhood, but surely it is not necessary to destroy every single industrial structure that is in the way of a would-be condo complex. This is an important opportunity, perhaps the last in this neighborhood, to prevent all of the neighborhood's industrial character from being erased. I ask that City Planning and the developers consider the potential of this site for not just housing but for artists' and other manufacturers' studios and that the buildings themselves be refurbished rather than demolished.

Kent Roberts  
Exhibitions Design Manager

SFMOMA On the Go

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**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: 901 16th Street and 1200 17th St. - Proposed EIR  
**Date:** Monday, October 05, 2015 5:15:54 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

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**From:** Philip Anasovich [mailto:panasovich5@yahoo.com]  
**Sent:** Monday, October 05, 2015 10:59 AM  
**To:** Jones, Sarah (CPC)  
**Subject:** 901 16th Street and 1200 17th St. - Proposed EIR

Dear Ms. Jones:

After having reviewed all the information available, the proposed EIR documents and attending the Planning Commission meeting on October 1st, I believe that the the EIR is based on stale information that does not reflect the site conditions as they have existed from 2013 to 2015. This is particularly apparent in the data on traffic at the intersections of 16th and Mississippi Streets and 17th and Mississippi Streets.

I urge the Panning Commission to reject approval of the EIR at this time, and urge them to seek additional data to amend the deficiencies of the EIR.

I also believe that there are considerable adverse impacts from the proposed design by Walden Development that cannot be mitigated. The area of traffic congestion and loss of historical resources are very important in this regard. The EIR does not provide substantial evidence that the adverse effects can be mitigated effectively.

The creation of the badly needed housing is not sufficient in my mind to balance out the negative effects of the project as proposed. The scale, density, materials, and looming character of the development is completely adverse to the existing neighborhood. This is of great concern to many residents and property owners on Potrero Hill.

As a 30 year resident on Potrero Hill and as a architect, I am particularly sensitive to this project and its problems. I urge the Commission to not approve the EIR, and to require additional information. In fact, I would urge you to require the redesign of this project. I believe that the "Metal Shed Reuse Alternative" is a much more satisfactory answer to the this problematic site, and additionally will offer the community much more benefits.

Philip Anasovich,

Architect

298 Missouri St.  
San Francisco, CA 94107

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Comments on the Draft EIR for 901 16th Street and 1200 17th Street  
**Date:** Monday, October 05, 2015 4:57:24 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

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---

**From:** Vicente Agor [mailto:info@vicenteagor.com]  
**Sent:** Monday, October 05, 2015 2:13 PM  
**To:** Jones, Sarah (CPC)  
**Cc:** Cohen, Malia (BOS)  
**Subject:** Comments on the Draft EIR for 901 16th Street and 1200 17th Street

Dear Ms. Jones,

I respectfully urge the Planning Commission to support the Metal Shed Reuse Alternative Proposal and to acknowledge the limitations of the traffic data used in the Draft EIR for 901 16th Street and 1200 17th Street.

As a resident, I walk this area with my dog every day during prime morning traffic hours. Any traffic calming measures that the planning commission can approve and implement immediately would be greatly appreciated.

A dense development at the Corovan site would limit parking spots for its residents to foster pedestrian, bicycle and public transportation. That is a wonderful green and sustainable concept. But if we as a city want a "Transit First" policy, then why hasn't traffic safety for pedestrians and bicyclists been adequately addressed in the Draft EIR? If we are adding hundreds of residents to our neighborhood with the idea that they will use bicycles or public transit, then shouldn't pedestrian safety and transit options be in place before we begin building new developments? The SFMTA's forecast for the 16th, 7th and Mississippi Street intersection says that intersection will degrade to a service grade "F" by 2035. Why

doesn't the Draft EIR adequately address and mitigate these future impacts?

A forecast is like a crystal ball that predicts the future, except in this case we can change the future. If I knew that my family and friends were going to experience an epic fail in 2035, then I would do everything I could to change that future. And I would hope the Planning Commission would do the same.

Yes, the city is growing and changing because of the tech industry. And so, if our city is focused on the new and progressive, then shouldn't our decisions be made on the newest information and data? Basing traffic decisions on the Mission Bay Environmental Impact Report - a study that is now seventeen years old - hardly seems very digital or high tech. Seventeen years ago we were still using fax machines, and listening to the Spice Girls on our Sony Walkmans.

Seventeen years ago "The Late Show with David Letterman" was still a relatively new show. Just as Mr Letterman has retired this year, I think it's time to retire this Impact Report and begin making decisions on new buildings and traffic in the Potrero Hill/Mission Bay area by using current data and future development in mind.

Sincerely,  
Vicente Agor

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Corovan Project (901 16th/1200 17th & Mississippi)  
**Date:** Monday, October 05, 2015 3:33:49 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Dino and Luigi Presents <[dinoandluigi@gmail.com](mailto:dinoandluigi@gmail.com)>  
**Date:** October 5, 2015 at 3:05:54 PM PDT  
**To:** [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
**Cc:** [malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)  
**Subject:** Corovan Project (901 16th/1200 17th & Mississippi)

My Name is Audra Angeli-Morse. My family has 100+ years on Potrero Hill. I own a house and

run a business both within blocks of the Corovan site in question.

I have many concerns about the impact that this development will have on our neighborhood, but my two greatest regard traffic and PDR businesses.

As it stands now, with UCSF currently operating at not even half capacity, even driving the relatively short distance between my work and home poses an ever-increasing challenge. Throw in a Giants home game and our neighborhood becomes completely gridlocked. This situation has yet to be seriously addressed.

My second concern is for the PDR businesses in this neighborhood, which lately I have seen diminish in number at an alarming rate. We who have lived many years in the city have perhaps come to take for granted the small businesses that feed, clothe, entertain and employ us—businesses that I feel give the city its essential character. Take away these businesses from any established, urban neighborhood—*especially* one built on industry—and you are left with the same sterile, antiseptic, suburban landscape that many of the people now colonizing said neighborhood escaped from. A landscape peopled by high-end, itinerant workers with no vested interest in its current status nor in its future. The 16th and 17th street corridors alone have lost multiple PDR's in the last few years that have all been replaced by new, giant, multi-unit, market-rate housing. The same goes for Showplace Square and Dogpatch. As an art student who grew up in the Marina I used to come to Potrero Hill to the many light industrial artisans to have canvas

stretched, a custom steel brace made for a final project, soldering, welding, printing and even a custom cart built with casters to move gear and props for shows. Every one of these businesses has since closed down, but not over a period of 10-20 years. All have gone away in the last two years. What does this say about our city? I now find that I have to go to Oakland to get these things. Why do I have to go to Oakland when I live in SAN FRANCISCO??? I believe that San Francisco is doing exactly what the US has done with its industrial and manufacturing base, and that has left this country suffering for jobs and dependent on foreign nations for the things we used to make at home. I don't want to be dependent on businesses in Oakland when I come from a city known for it's talent and innovation.

I understand that things change, but there is good and bad change. More often I see San Francisco changing to meet the wants of the transient newcomers instead of keeping the feel of it's illustrious heritage and longtime residents. San Francisco has always been a vibrant and interesting city. To someone visiting or seeing a glimpse of the city in a movie or photo they get their first impressions from the architecture. Why now are we homogenizing this city's beautiful landscape with suburban, outlet-mall architecture? Why would you allow the construction style of suburban sprawl in the city that prides itself on the The Painted Ladies and so much other beautiful architecture? Far older cities across the globe manage to grow and still keep the beauty of their architectural heritage. Why can't we do the same? I find it very hard to believe that San Francisco's development vanguard lacks the vision and talent to accomplish this. Please do not sell us out as a city. Do not lower the bar for short money. San Francisco is far too special for that.

In closing, I would urge the Planning Department to seriously consider the Metal Shed Reuse

Alternative plan, wherein the development would be adapted to the existing structures, and would I feel more accurately reflect our unique neighborhood's character and history. Thank you.

Audra

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[www.facebook.com/parksidepothill](https://www.facebook.com/parksidepothill)

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: 2011.1300E Negative Feedback Public Comment to Draft EIR for 901 16th Street and 1200 17th Street | Case No. 2011.1300E  
**Date:** Monday, October 05, 2015 4:18:13 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

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**From:** Sean Angles [mailto:[seanangles@hotmail.com](mailto:seanangles@hotmail.com)]  
**Sent:** Monday, October 05, 2015 3:50 PM  
**To:** Jones, Sarah (CPC)  
**Subject:** 2011.1300E Negative Feedback Public Comment to Draft EIR for 901 16th Street and 1200 17th Street | Case No. 2011.1300E

FROM:  
Sean D Angles  
382 Arkansas Street  
San Francisco, CA 94107  
[seanangles@hotmail.com](mailto:seanangles@hotmail.com)

October 4, 2015

TO:  
Sarah Jones  
Environmental Review Officer  
1650 Mission Street, Suite 400  
San Francisco, CA 94103  
[Sarah.B.Jones@sfgov.org](mailto:Sarah.B.Jones@sfgov.org)

**OPPOSED to 901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street**  
**Case No. 2011.1300E**  
**Negative Feedback Public Comment to Draft EIR**

Dear Ms. Jones,

I am **OPPOSED** to the current proposal for housing at 901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street.

While opposing this housing proposal, I am encouraged to support the **Metal Shed Reuse Alternative**, under which all the warehouse buildings on the site (1210 17th Street/975 16th Street and 1200 17th Street) would be retained and reused.

I urge the Planning Department to order a ‘time out’ halt to this current proposal and all future projects in the Eastern Neighborhoods Potrero/Showplace Square areas until the cumulative negative impacts that are already underway and deteriorating our neighborhood’s quality of life caused by current projects and construction-in-progress are assessed and mitigated.

The draft Environmental Impact Report appears incomplete, insufficient and inadequate due to obsolete studies and false facts.

My primary concerns are:

**TRAFFIC GRIDLOCK.** Recently with the opening of new UCSF hospitals and launch of new residential buildings, an explosion in vehicle traffic has deteriorated circulation on both 16<sup>th</sup> Street and 17<sup>th</sup> Street to unacceptable levels. The nearby existing Caltrain rail crossing at 16<sup>th</sup> Street presents a huge impact with gridlock when the crossing gates come down for trains passing. The proposed project will significantly worsen traffic and parking along streets and intersections already plagued by congestion. The imminent opening in late 2015 of the new 453-unit apartment and mixed use Daggett Place and Archstone Potrero complex on 16th Street at Seventh Street—which is directly across from this new proposal— was not accurately evaluated in the obsolete traffic studies for the further negative traffic circulation and gridlock before this new proposal is properly evaluated by Planning Department.

**DENSITY.** The proposed project is too big for the project site and surrounding Potrero Hill neighborhood. With the onslaught of new projects already under construction, the cumulative effects of too much housing development without delivery of a single neighborhood benefit promised the Eastern Neighborhoods Plan adopted 2008 is unacceptable to our community. Erroneous study assumptions and violations of the Showplace / Potrero Hill Area Plan must be corrected before any application to the proposed project.

**OPEN SPACE.** If any new use should be proposed for 901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street, the parcel should be proposed for city acquisition as new public open space and recreational facilities for the benefit of forecasted expanding numbers of new residents on Potrero Hill and schoolchildren at Live Oak School and International Studies Academy. Our community is desperately needed recreation and open space in our increasingly congested neighborhood.

**SF BOMB SQUAD VEHICLE YARD** – Public safety issue. Emergency Vehicle circulation delayed by increased traffic. As this is a potential target for terrorism, high density residential Conflicts with Area Plans and General Plan: Conclusions in the Draft EIR conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing.

**OBSOLETE STUDIES:** The Planning Department is relying on the Eastern Neighborhoods Final EIR that is eight years old and is now stale for the environmental review of the current proposal for housing. Some of the studies and research rely on data that is as old as the 2000 census.



**CUMULATIVE IMPACTS IGNORED:** The issue of cumulative impact has been dismissed entirely and misrepresents the projections made in the Eastern Neighborhoods Final EIR. The fact is that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. Furthermore, the City has failed to fund the promised infrastructure improvements to support growth. The assumption that cumulative impacts will be limited is no longer true.

**RECREATION NEGATIVE IMPACTS:** Recreation impacts are not fully addressed. The addition of new residential households would result in an increased demand on Jackson Playground. The Draft EIR relies on outdated projections and doesn't account for cumulative impacts. It points to onsite public and private open space to fulfill recreation needs for residents.

**LAND USE OBJECTIVES IGNORED:** The UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "support the economic well being of a variety of businesses". This new proposal for housing will result in the displacement of current tenant Corovan jobs, many of them viable PDR and blue-collar jobs. Most of the development's square footage will be devoted solely to residential use. The extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR (Final EIR) and merits further study.

**HAZARDOUS MATERIALS NEED FURTHER DETAILED STUDY:** The EIR should be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure during demolition, remediation and construction. Based on the lack of detail in the Draft EIR, we are not confident that our children and neighbors will be safe.

**AIR QUALITY:** Studies are obsolete and fail to consider the current conditions of cumulative construction under way right now. Recently, all existing Potrero Hill neighbors have witnessed major increases in black dust invading our homes and outdoor surfaces. We have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided.

## **Specific Problems With The Draft Environmental Impact Report For The Proposed Project**

### **1) Inadequate & Inaccurate Analysis of Traffic, Parking and Transit Impacts**

#### **Failing grade "F" Traffic Circulation Intersections**

The DEIR acknowledges that the proposed Corovan project will significantly and unavoidably worsen traffic congestion. It identifies at least four intersections that will be severely impacted. These include:

- 17th & Mississippi Streets
- Mississippi & Mariposa Streets

- Mariposa & Pennsylvania Streets
- 7th/16th & Mississippi Streets.

The DEIR indicates there's currently no way of feasibly mitigating the increased traffic congestion at the above intersections, either due to lack of funding or practicality.

**DEIR Flaws:** Traffic data used in the DEIR was collected on a single day in 2012 during the peak evening commute. The DEIR does not consider data collected over a period of time, or that includes the morning peak commute or a Giants game day. The DEIR also fails to consider cumulative impacts on traffic and parking from recent, present, imminent and long-range development projects.

The DEIR fails to consider the major imminent impacts of new first time residents who will begin to occupy the new 453-unit apartment and mixed use Daggett Place and Archstone Potrero complex at Seventh and 16th streets which is directly across 16<sup>th</sup> Street from this new proposal. Off-street parking is 'unbundled' from this new Daggett Place complex which means new residents will seek on-street parking to avoid expensive off-street garage parking lot fees.

The DEIR fails to adequately mitigate or address expected queuing in and out of the proposed project's Mississippi Street parking garage. With close to 400 units of housing and more than 24,000 square feet of commercial retail space, the project will generate an estimated 4,233 new car trips daily — with up to 12,361 trips daily by people entering and exiting the project. In spite of this compelling data, the report claims lines won't be significant and it defers responsibility for further studies or mitigation proposals until after the project is built. Additionally, the DEIR fails to sufficiently address expected pedestrian and vehicular hazards posed by the proposed development's single vehicle entry and exit point along Mississippi Street.

While the DEIR acknowledges the traffic-generating problems posed by the dense development, it does not adequately address the gravity of the situation nor does it satisfactorily assess proposed solutions. It ignores consideration of traffic calming measures proposed in previous years by SFMTA and community members for the Mariposa & Mississippi Street intersection as well as other intersections along Mariposa, and it relies on outdated data and a limited study of traffic conditions. In this way, the DEIR fails to identify solutions to predictable problems and neglects an invaluable opportunity to work with the community to mitigate those problems.

### **Parking Spillover**

The DEIR concludes the planned development will create spillover demand of between 358 - 458 parking spots — cars that will clog surrounding streets.

**DEIR Flaws:** The DEIR shirks responsibility for parking problems posed by the dense development by claiming no legal obligation, but it should acknowledge the degree to which an alternate proposal and further requirements of the developers would prevent unnecessarily negative impacts.

### **Larger Traffic Impacts**

What the DEIR Says:

*Golden State Warriors Event Center: Due to the relative timing of the proposals, the Warriors' event center project was not included in the cumulative analysis of the proposed project .... (T)he Event Center project would not cause any significant change to the results given in this report and may potentially reduce the percent contribution to the impacted intersection from the proposed project. ([page 124, Part 2, Draft EIR, 901 16th St & 1200 17th Street, August 2015](#))*

**DEIR Flaws:** The notable and inexplicable passage above is another example of how the DEIR's analysis relies on outdated and inadequate traffic data from 2012 and 1998. The DEIR not only fails to adequately consider and analyze the traffic and parking impacts of the Warriors Arena proposed for 3rd & 16th Streets, it claims that the Warriors Arena might actually help by shrinking the Corovan development's proportional contribution to traffic congestion. This absurd and unsubstantiated argument minimizes one of the most troubling aspects of the Developer's proposal.

Finally, the DEIR references only one large development in the area, 1000 16th Street (Daggett), while ignoring many other impactful projects in the pipeline including 1301 16th Street, 1601 Mariposa Street, 88 Arkansas Street, 249 Pennsylvania, 98 Pennsylvania, 1001 17th / 140 Pennsylvania, 790 Pennsylvania & 22nd Street, 580 De Haro Street, 540 – 522 De Haro, 131 Missouri Street, 1150 16th Street, 801 Brannan Street, 975 Bryant Street, 645 Texas Street, and 1717 17th Street.

### **Interstate 280 Ramps at Mariposa**

**DEIR Flaws:** The DEIR perpetuates the false claim that traffic impacts caused by the Corovan project to the I-280 on and off ramps at Mariposa Street will be significantly lessened through various mitigations – for example, new traffic signals and the expansion of Owens Street to connect Mariposa and 16th Street. These so-called mitigation measures were identified in the Mission Bay Environmental Impact Report – a study that is now 17 years old and outdated. Both the Mission Bay EIR and the recent Warriors Arena transportation report fail to offer adequate mitigations and analysis to reduce increased volume of traffic to and from Potrero Hill from past, present, and reasonably foreseeable future development.

### **Inadequate Public Transit**

**DEIR Flaws:** Adding thousands of residents with little investment in public transit will be a disaster for the neighborhood, resulting in further dependence on cars while traffic congestion grows and degrades our quality of life. For example, the 10 Townsend bus is already at 95% capacity yet the Corovan DEIR claims no mitigation measures are needed. Public transportation to the site is limited to a single future bus line that is already overburdened, underfunded, and suffering maintenance and scheduling difficulties. The San Francisco Municipal Transportation Agency's (SFMTA) projections state that the future 22-Fillmore line serving an extended 16th Street transit corridor will be overburdened from the start -- constrained by funding challenges, inadequate bus capacity and service, rising amounts of automobile and truck congestion, and uncertainty about the future of the Caltrain tracks, High Speed Rail, and the I-280 freeway. SFMTA's own forecast through 2035 projects that the intersection at 7th, 16th, and Mississippi Streets will "degrade" to a service level of "F" – among the worst in the city. Yet the DEIR fails to adequately address and mitigate these

significant impacts.

**What Existing Potrero Hill Neighbors Want:** A “Transit First” policy should put transit first and ensure that viable options be in place before we experience significant population growth. New studies of existing and cumulative conditions, inadequately addressed in the Corovan DEIR and not anticipated in the Eastern Neighborhoods Environmental Impact Report, must now be priority and undertaken.

City Planning should conduct additional traffic studies that are more current and robust. Traffic calming measures (such as bulb-outs and pedestrian islands) should be approved and implemented. Save the Hill agrees with SFMTA on certain traffic calming measures, and these and other options should be carefully considered. Furthermore, the Developers should be expected to invest in more traffic reducing strategies and should collaborate with both the community and City Planning on an alternate proposal to achieve this outcome. The Developers propose a very ambitious, large-scale development for a very sensitive site, and it is reasonable that they shoulder more of the responsibility for traffic reducing measures in the surrounding area. A reduction in the density of the project is only one way they could positively impact traffic problems posed by their proposal.

## **2) Inadequate & Inaccurate Study of Land Use (And Planning Policies Ignored)**

### **Largest & Densest**

**DEIR Flaws:** As proposed, the developer’s project (72-82 ft. / 395 housing units) would be one of the largest, densest building developments in Potrero Hill history. Yet City Planning’s previous environmental studies and projections for Potrero Hill fail to take into account a project of this scope at this site – including its impacts. Official analysis currently on record in the Eastern Neighborhoods Plan considered heights of between 45 feet - 50 feet at the property, not 72 feet to 82 feet. The DEIR fails to address this discrepancy.

### **Topography of Potrero Hill**

**DEIR Flaws:** The developer’s project violates multiple Area Plan principles including provisions to "respect the natural topography of Potrero Hill", to lower building "heights from the north to south side of 16th Street", and to "promote preservation of other buildings and features that provide continuity with past development." The DEIR fails to adequately address these issues.

### **Loss of Production, Distribution, Repair (PDR)**

**DEIR Flaws:** The proposed project would eliminate rather than retain 109,000 square feet of valuable Production, Distribution, and Repair space. The DEIR acknowledges this loss as a significant impact but nonetheless defends it as consistent with planning goals. However, the potential loss of the Corovan site’s PDR space must be understood in the context of recent and unanticipated PDR losses in both our neighborhood and across the Eastern Neighborhoods. This is yet another example of how the DEIR fails to incorporate new and accurate data.

### **Area Plan & City Policy Objectives And Principles Ignored**

**DEIR Flaws:** The proposed project conflicts with the Showplace Square / Potrero Area Plan, and the Urban Design and Housing Elements of the City's General Plan by disregarding policies of preserving neighborhood scale and character, providing adequate infrastructure, and preserving PDR uses. Both the Corovan development project and the DEIR fail to address the following consistency issues:

- A *Objective 3 of the San Francisco General Plan's Urban Design Element:* "Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment."

The scale and density of the Prado/Walden project are substantially greater than existing surrounding land uses and the project would be inconsistent with the established land use character of the neighborhood. The DEIR fails to acknowledge and consider that the Daggett Triangle development at 1000 16<sup>th</sup> Street in Showplace Square, as well as other large developments in nearby Mission Bay, are in separate and distinct neighborhoods that are not part of the Corovan site in Potrero Hill.

- A *Objectives of the Showplace Square / Potrero Area Plan*

The Prado/Walden project conflicts with a number of Area Plan objectives including Objective 1.2, which promotes development in keeping with neighborhood character. This project is inconsistent with the established neighborhood character of Potrero Hill. The Showplace Square/Potrero Hill Area Plan, in Policy 3.1.6, states that, "new buildings should epitomize the best in contemporary architecture, but should do so with a full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them." As proposed, the project fails to match the height, mass, and articulation of existing buildings in the Potrero Hill vicinity and provides little awareness of surrounding structures.

- A *Policy 2 of the City's General Plan:* "That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods."

The Prado/Walden project is not consistent with this policy because scale, mass, bulk and height are inconsistent with and will negatively impact established neighborhood development pattern and character. The proposed development is dramatically out of scale with nearby residences and small businesses.

**What Existing Potrero Hill Neighbors Want:** For the DEIR to fulfill its purpose, it must include updated data reflecting neighborhood growth and it must acknowledge Area Plan principles developed and accepted by the community. Among other things, the cumulative loss of PDR to the City has not been accurately addressed and evaluated in the DEIR, and we ask that this study be conducted. Since the extent of the cumulative loss of PDR space was not fully anticipated in the 2008 Eastern Neighborhoods' Environmental Impact Report and no mitigations were identified, these impacts require further study in the EIR for this project. Analysis should include a full exploration of feasible mitigations such as the inclusion of significant amount of new PDR space onsite.

We ask that the DEIR adequately address, analyze, and mitigate the aforementioned growth and planning policies and consider an alternate to the developer's proposal so as to honor these considerations. Moreover, the DEIR fails to acknowledge and consider that the south side of 16th Street in this area remains part of Potrero Hill and not Showplace Square or Mission Bay, which are separate and distinct neighborhoods. Showplace Square's 1000 16th Street (Daggett Triangle) project is neither appropriate for nor consistent with the character of Potrero Hill. This fact is clearly established in City planning policy and principle and should be respected and complied with. City Planning in a final EIR should address this

issue.

#### **4) Inadequate & Inaccurate Analysis of Recreation & Open Space**

##### **Inadequate Parks**

**DEIR Flaws:** The DEIR fails to adequately consider the impact of the developer's proposal on our open and recreational space. Potrero Hill currently suffers from inadequate parks, open space, and recreational facilities. The addition of thousands of residents from this and other new large developments will put significant additional strain on nearby parks including Jackson Playground – already heavily used and lacking in maintenance upgrades. Moreover, the vast majority of so-called open space provided in the developer's currently proposed project would remain private and off limits to the public.

**What Existing Potrero Hill Neighbors Want:** The DEIR should include data and projections accounting for the dearth of recreation and open space and the degree to which developments already in the pipeline will further tax these inadequate resources. Planning should offer mitigations, including the addition of new parks that achieve the four acres promised by the City in prior planning reports. The Developers proposal should be revised to provide more open space accessible to the general public. For example, Planning should require the east-west “pedestrian mews” remain open to the public and not privately closed off space. The north-south pedestrian alley of the developer's project should also be widened by 20 feet and include more green soft-scape.

#### **5) Inadequate Study and Mitigation of Soil Hazards**

##### **Contamination Risks**

**DEIR Flaws:** The DEIR fails to adequately address the hazardous materials that will be exposed during construction. Furthermore, the DEIR does not acknowledge the fact that a kindergarten operated by the ALT School plans to open its doors in an adjacent building (99 Missouri Street) in the Fall of 2016.

**What Existing Potrero Hill Neighbors Want:** The DEIR should be revised to include more specific information about hazardous soils and measures to protect children (who are more vulnerable) and neighbors from exposure during demolition, excavation, and remediation. To date the City has not treated this issue seriously enough. Planning should address and analyze the potential risks of a new children's school (AltSchool) locating next to the Corovan site and detail mitigation measures that go well beyond what is currently planned. The California Department of Toxic Substances should also be involved in monitoring and coordinating this effort to ensure the safety of both children and neighbors.

#### **6) Inadequate and Inaccurate Study of Population / Housing**

##### **Excessive Density & Outdated Data**

**DEIR Flaws:** Recent analysis shows the Potrero Hill / Showplace Square area has already exceeded the number of housing units and population growth the City planned and projected for 2025! The Planning Department assumed up to 3,891 housing units would be built by 2025 in the Potrero Hill / Showplace Square area. But as of 2015, 3,953 units were already in

the pipeline or built. The City failed to anticipate the dramatic pace of development and has not delivered on its promise to provide necessary public improvements (parks, transit, roads, etc.) to support thousands of new residents. City Planning analysis understates the “cumulative impacts” of large developments on our community by continuing to rely on outdated data from the 2008 Eastern Neighborhoods Environmental Impact Report to inform analysis in the EIRs of large projects, including the proposed Corovan development. Assumptions and mitigation measures provided in that document are simply no longer valid.

**What Existing Potrero Hill Neighbors Want:** The City failed to anticipate the dramatic pace of development and has not delivered on its promise to provide necessary public improvements (parks, transit, roads, etc.) to support thousands of new residents. In this as in other areas, we ask for more recent and relevant data to account for the extraordinary changes in this area’s density. In order for the DEIR to be constructive for the neighborhood and for the city, it must incorporate new and accurate population data, and it must acknowledge the degree to which public improvements lag behind the neighborhood’s growth. City Planning needs to acknowledge that Potrero Hill has already exceeded development targets projected for 2025. Environmental study and mitigations should reflect this fact to help inform current and future planning.

## **7) Inadequate and Inaccurate Study of Historic Buildings**

I urge the Planning Department to strongly consider the recent outcome of the San Francisco Historic Preservation Commission meeting on September 16, 2015 --summarized in a letter from the Historic Preservation Commission to the Planning Commission—which found major violations posed by the current proposal for housing. The Historic Preservation Commission positively agreed that Metal Shed

**DEIR Flaws:** The DEIR does not adequately or accurately address issues related to the historic merit and integrity of the existing metal warehouses. The draft rejects arguments supporting historic integrity for the metal buildings. Evidence, including the research and opinion of a highly respected architectural historian, demonstrates these buildings remain historic despite alterations and company mergers over the years.

**What Existing Potrero Hill Neighbors Want:** The alternate plan proposed by City Planning incorporates the historic metal structures with new construction. We ask that this reasonable compromise be modified to achieve an environmentally superior status and be adopted. Planning is simply wrong in rejecting the historic significance of the metal warehouse buildings. The City should revise the DEIR to reflect the historic significance of these buildings based on architectural historian Katherine Petrin’s report.

## **8) Inaccurate and Inadequate Study of Alternative Project Proposal**

### **Metal Shed Reuse Alternative Plan**

**DEIR Flaws:** The DEIR includes a plan that is City Planning’s modified version of an alternate project plan submitted by Save the Hill ([see “Metal Shed Reuse Alternative”, Chapter VI](#)). While some aspects of this alternate, lower-density “adaptive reuse” proposal are commendable, other aspects are inadequate and some of the data from which this proposal is driven is simply flawed. City Planning took Save The Hill’s original suggestive renderings and manipulated numbers to suggest that space set aside for artists would generate

volumes of vehicle traffic equal to the developer's vastly bigger project proposal. The effect was to deny awarding the adaptive reuse alternate plan the designation of "environmentally superior".

**What Existing Potrero Hill Neighbors Want:** We ask that City Planning acknowledge the "suggestive" nature of the proposed renderings and understand that the PDR segments of the proposal were intended for light and low impact purposes. We ask that their version of an adaptive reuse plan be revised to achieve environmental superiority. We suggest several changes that might help achieve the aforementioned goal including: reducing PDR workspaces for artists and replacing them with added residential units, and increasing the amount of underground parking by adding a second level. Currently the adaptive reuse alternative project allows for 177 units of housing while retaining the existing metal buildings. While Save The Hill is willing to support this plan with height limits at 58 feet along 16th Street and 48 feet along 17th Street, we ask that any added height for mechanical/stair penthouses capped at 68-feet, instead of 74.5 feet. Save The Hill is more than willing to work with both the developer and City Planning to improve this alternative as a workable solution.

### **"Reduced Density" Alternative Plan**

**DEIR Flaws:** As noted, the DEIR includes analysis of a "Reduced Density" alternate plan that is identified as "environmentally superior" ([see "Reduced Density Alternative", Chapter VI](#)). While Save the Hill supports reduced density, this plan does not nearly go far enough.

Under this alternate plan, the height, scale and massing of the developer's current project proposal would remain essentially unchanged. The "Reduced Density" plan would contain 122 fewer residential units. However, the subtraction of space from these units is used to expand an interior private "pedestrian mews" for residents of the project. Thus, the private space is replaced with a different type of private space rather than the provision of open space. Moreover, commercial space that would benefit the community is dramatically reduced in this plan.

**What Existing Potrero Hill Neighbors Want:** The DEIR should include a meaningful reduced density alternative – one that eliminates at least one story of the residential building complex along 16th Street, widens the pedestrian "alley" along the western side of the development by at least 20 feet, and includes commercial space along 17th Street. The east-west "pedestrian mews" should be open and accessible to the general public. Heights (including mechanical penthouses) should be capped at 68 feet along 16th, and capped at 48 feet along 17th Street.

In conclusion, I strongly urge the Planning Department to reject this draft Environmental Impact Report and to not approve this proposal for housing.

I encourage the Planning Department to support the **Metal Shed Reuse Alternative Plan** as the only viable potential development for this property.

Sincerely,

Sean D Angles  
[seanangles@hotmail.com](mailto:seanangles@hotmail.com)



**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: 2011.1300E Public Comment to Draft EIR for 901 16th Street and 1200 17th Street  
**Date:** Monday, October 05, 2015 4:17:28 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

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Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

**From:** Robert Dangles [mailto:[rdangles@gmail.com](mailto:rdangles@gmail.com)]  
**Sent:** Monday, October 05, 2015 4:09 PM  
**To:** Jones, Sarah (CPC)  
**Subject:** 2011.1300E Public Comment to Draft EIR for 901 16th Street and 1200 17th Street

FROM:  
Robert Dangles  
PO Box 410180  
San Francisco, CA 94141-0180

October 4, 2015

TO:  
Sarah Jones  
Environmental Review Officer  
1650 Mission Street, Suite 400  
San Francisco, CA 94103  
[Sarah.B.Jones@sfgov.org](mailto:Sarah.B.Jones@sfgov.org)

**OPPOSED to 901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street**  
**Case No. 2011.1300E**

**Negative Feedback Public Comment to Draft EIR**

Dear Ms. Jones,

My name is Robert Dangles, and I'm a San Francisco homeowner on Wanda Street.

I'm opposed to the proposed massive housing project at the Corovan site at

901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street.

**CUMULATIVE NEGATIVE IMPACTS.** First, this ginormous project is too big for this neighborhood which is already suffering a total onslaught of luxury apartment building and massive new hospitals which now result in totally predicted CUMULATIVE NEGATIVE IMPACTS which is being routinely ignored by city planning and misrepresented in this flawed draft EIR based of obsolete projections and ignoring the realities of failing grade 'F' transportation and traffic circulation at this location.

**OVERSIZED MASS DISTORTS PROTECTED HISTORICAL BUILDING ELEMENTS.**

Second, the architecture and mass are ugly. It appears to be a mirror image of the horrible Daggett Place across the street. This proposed project will add to the another atrocity as the visual gateway access point to Potrero Hill. The past decisions by planning department are sterilizing our existing neighborhood character with formulated blandness.

**SF POLIC BOMB SQUAD VEHICLE YARD.** Third, this proposed project is near the city's bomb squad vehicle year. Emergency vehicle circulation will be delayed by increased traffic caused by new high-density residential units. Because the bomb squad vehicle yard is a known potential target for terrorism, high-density residential units should not be located within harmful proximity and direct sightline of the SF bomb squad vehicle yard.

In conclusion, I urge the Planning Department to do a few things:

- (1) Read the Eastern Neighborhood Plans adopted December 2008. Recognize that the Planning Department has already far exceeded the projected residential units projected by 2025, and therefore halt approval of this massive housing project until the promised infrastructure and neighbor benefits have caught up to serve the new housing already constructed.
- (2) Reject this flawed draft EIR. Require fresh traffic impact and transportation studies based on the circulation patterns that have substantially deteriorated since January 2015.

(3) Assert interest in the alternative plans for Metal Shed Reuse Alternative Plan and the Reduced Density Alternative Plan as described below:

### **Metal Shed Reuse Alternative Plan**

**DEIR Flaws:** The DEIR includes a plan that is City Planning's modified version of an alternate project plan submitted by Save the Hill ([see "Metal Shed Reuse Alternative", Chapter VI](#)). While some aspects of this alternate, lower-density "adaptive reuse" proposal are commendable, other aspects are inadequate and some of the data from which this proposal is driven is simply flawed. City Planning took Save The Hill's original suggestive renderings and manipulated numbers to suggest that space set aside for artists would generate volumes of vehicle traffic equal to the developer's vastly bigger project proposal. The effect was to deny awarding the adaptive reuse alternate plan the designation of "environmentally superior".

**What Neighborhood Residents Want:** We ask that City Planning acknowledge the "suggestive" nature of the proposed renderings and understand that the PDR segments of the proposal were intended for light and low impact purposes. We ask that their version of an adaptive reuse plan be revised to achieve environmental superiority. We suggest several changes that might help achieve the aforementioned goal including: reducing PDR workspaces for artists and replacing them with added residential units, and increasing the amount of underground parking by adding a second level. Currently the adaptive reuse alternative project allows for 177 units of housing while retaining the existing metal buildings. While Save The Hill is willing to support this plan with height limits at 58 feet along 16th Street and 48 feet along 17th Street, we ask that any added height for mechanical/stair penthouses capped at 68-feet, instead of 74.5 feet. Save The Hill is more than willing to work with both the developer and City Planning to improve this alternative as a workable solution.

### **"Reduced Density" Alternative Plan**

**DEIR Flaws:** As noted, the DEIR includes analysis of a "Reduced Density" alternate plan that is identified as "environmentally superior" ([see "Reduced Density Alternative", Chapter VI](#)). While Save the Hill supports reduced

density, this plan does not nearly go far enough. Under this alternate plan, the height, scale and massing of the developer's current project proposal would remain essentially unchanged. The "Reduced Density" plan would contain 122 fewer residential units. However, the subtraction of space from these units is used to expand an interior private "pedestrian mews" for residents of the project. Thus, the private space is replaced with a different type of private space rather than the provision of open space. Moreover, commercial space that would benefit the community is dramatically reduced in this plan.

**What Neighborhood Residents Want:** The DEIR should include a meaningful reduced density alternative – one that eliminates at least one story of the residential building complex along 16th Street, widens the pedestrian "alley" along the western side of the development by at least 20 feet, and includes commercial space along 17th Street. The east-west "pedestrian mews" should be open and accessible to the general public. Heights (including mechanical penthouses) should be capped at 68 feet along 16th, and capped at 48 feet along 17th Street.

In conclusion, I OPPOSE this current proposal for housing. I encourage the Planning Department to support the **Metal Shed Reuse Alternative Plan**.

Sincerely,

Robert Dangles

[rdangles@gmail.com](mailto:rdangles@gmail.com)

**From:** [Jones, Sarah \(CPC\)](mailto:Jones.Sarah@CPC)  
**To:** [Thomas, Christopher \(CPC\)](mailto:Thomas.Christopher@CPC)  
**Subject:** Fwd: EIR Comments for Corovan Site 901 16th  
**Date:** Monday, October 05, 2015 8:47:31 AM

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Sent from my iPhone

Begin forwarded message:

**From:** Gennie Fermin <[fermingi@yahoo.com](mailto:fermingi@yahoo.com)>  
**Date:** October 5, 2015 at 8:25:28 AM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Cc:** "[malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)" <[malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)>  
**Subject:** EIR Comments for Corovan Site 901 16th  
**Reply-To:** Gennie Fermin <[fermingi@yahoo.com](mailto:fermingi@yahoo.com)>

To Sarah Jones,  
I live in Potrero Hill on the corner of 17th and Mississippi. From my windows I can see 901 16th Street. Our building faces the Corovan site. According to the draft EIR, the new development will bring a much higher population density than expected. I am most concerned about the traffic and parking in my area. Currently, the congestion in the morning and afternoon rush hours bring an endless stream of cars right in front of my building as well as in front of the Corovan site. It is extremely difficult to back out of our building's garage due to the traffic. On occasion, my car has been completely blocked off due to several construction trucks, regular commuters, U.S. postal vans, motorcycles, and bicycles either just double parked or bumper-to-bumper traffic. I often have to ask my husband to help me back out. He often asks me to help him back out because we have witnessed other cars and bicycles colliding with each other. My car has been hit twice in the past 5 years I have lived here. My car was parked outside waiting for my husband. Another car backing out hit my car's driver side. In another instance my car was hit from behind again my car was parked. In both events, I was in the car with brake lights on. Besides car accidents, I often walk to the 22nd Caltrain station so I can avoid driving. In several instances of crossing Mississippi and Mariposa, (This corner is one block away from 901 16th site.) Often, I have almost been run over while walking in the cross walk by either car, motorcycle, or bicycle. It is a very dangerous corner for pedestrians due to the very heavy congestion during morning and afternoon rush hour commute times.

In summary, I believe the planned increase in population density will absolutely make traffic worse. I absolutely believe that there will be more car accidents, bicycle accidents, and pedestrian accidents. The EIR draft does not describe how this new development will help alleviate all the future traffic problems and prevent unnecessary future accidents that it will create due to bringing a higher population density to the area. Please address the safety of the current and future residents of our community before building begins.

Lastly, the EIR draft does not accurately describe the parking in the area surrounding 901 16th. Due to the new UCSF hospital that was built one block away and the current businesses in the area, there is no parking in that area during work hours. On occasion, we have cleaning service come to our home during those work hours. It takes them 30 minutes to an hour to find parking near or in front of our building. I am concerned that the new development does not have adequate parking for their planned retail businesses. Besides the parking, I feel the EIR draft does not address how San Francisco city will help alleviate the lack of business parking by public transportation. We need more public transportation as well as more parking solutions in our area due to the future increase of businesses and residential units.

Currently our community is not prepared for that massive development proposed. Please help our community by reducing the size of that 901 16th development or providing REAL solutions in the EIR draft.

Sincerely,  
Gennie Fermin-Leerkamp

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: 901 16th Street and 1200 17th Street  
**Date:** Monday, October 05, 2015 3:33:13 PM

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Sent from my iPhone

Begin forwarded message:

**From:** michael gemignani <[paragonframes@yahoo.com](mailto:paragonframes@yahoo.com)>  
**Date:** October 5, 2015 at 3:30:48 PM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Subject:** 901 16th Street and 1200 17th Street  
**Reply-To:** michael gemignani <[paragonframes@yahoo.com](mailto:paragonframes@yahoo.com)>

Dear Ms Jones,

I am writing in response to the DEIR for 901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street. I have been following this proposed development only for the past few years but I have lived or worked in this area for much longer and I believe my experiences are related to this case and the future of these buildings. I would have been following this developer's proposal for much longer if I had received information sooner as to what the developer wants to do with this huge area. I am completely appalled that these buildings which are the last of their kind in Potrero Hill (now that the Women and Children's hospital destroyed the one that was at Third and Mariposa) might be destroyed for more of the same high end housing. As planners I hope that your role in planning helps you see beyond the housing hype and that you understand how important it is we not scrub away all our warehouse structures and how artists and related work like mine also deserve to be "housed" in this city.

I specialize in fabricating frames and display cases. I work in the southern part of Potrero Hill and service clients throughout the city. My clients typically have short timelines and they need deliveries in a timely manner and they often need to visit me and my workspace in person. The nature of what I do makes it unrealistic to be located outside of the city if I am to be successful.

In 1999 I was told to leave the 4000 square foot clear span wooden truss warehouse I had been working in for 10 years at Natoma and Lafayette Streets because the building would be torn down and 12 apartments would take its place. The building was originally the Otis Elevator repair shop and it had a number of unique architectural features. For example, the floor was covered completely in 2" high heartwood blocks – not something you come across everyday. The building was torn down without regard to its history or architectural uniqueness. I was lucky enough to find a 4000 square foot space in a 40,000 square foot metal warehouse in the Eastern Neighborhoods where I still work and build displays for art collectors, frame shops and museums. If my luck holds out I'll be

here another 5 years. My point is, the space I was able to find is in a building much like the ones where the Corovan business is currently located. Many of my colleagues and I are grateful that this area of the city has helped us maintain work space in the city (maybe not as central as my former location but close enough to maintain our city work relationships). While my current location does not have nearly as colorful a history as the Corovan buildings, it serves a very important role not just for me personally but for the city's economy overall.

No one questions the fact that Victorian housing deserves to be protected from demolition but warehouse structures should also be considered for their historic and functional value and they can service far more people in far more ways than a Victorian house would. The buildings at 901 16<sup>th</sup> and 1200 17<sup>th</sup> Streets have much more going for them than any of the workspaces I know of in terms of history and unique industrial attributes. Anyone with integrity would grasp the opportunity to preserve and reuse them and set aside some space for professions like mine. We have done this in a handful of other examples in other parts of the city (the Allied Box Building on Folsom between 17th and 18th would be one prime example) but we need more. I am speaking on behalf of businesses like mine who count on the city to keep stock available in which to work.

I've attended two of the meetings and made a statement regarding the Corovan proposal (Case No. 2011.1300E). I won't go into my previous statements about this difficult intersection's traffic congestion and what will follow if the developers' proposal is approved (either one of them – the original or the so called "reduced density alternative which doesn't actually reduce much density). This location and these unique historical structures are not a suitable location for so much housing. I speak for a great many people who are identified in your documents as PDR. We support a plan to preserve the Corovan buildings in a way that extends beyond the perseveration of the small brick building and the corner edge. Save the core structures (including the water tank), provide work spaces of at least 1200 to 2400 square feet, and provide living space for a more sustainable number of apartments and you will have a winning development not just for the developer and their clients but for the whole neighborhood and city.

Thank you, Michael Gemignani

Michael Gemignani Paragon Frames 1771 Tennessee Street San Francisco, CA 94124 415 552 7600

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Proposed Project  
**Date:** Monday, October 05, 2015 5:22:56 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034 | Fax: 415-558-6409  
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Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** robertatnt@comcast.net [mailto:robertatnt@comcast.net]  
**Sent:** Monday, October 05, 2015 9:58 AM  
**To:** Jones, Sarah (CPC)  
**Subject:** Proposed Project

Date: October 5, 2015

To: Planning Department **Case No 2011.1300E**

I am the owner of the property that is immediately adjacent to the proposed project at 901-16th St. and 1200-17th St.

The EIR draft report is accurate and adequate and I am very familiar with the project and very supportive of Walden Development, the project sponsor.

They have reached out to me several times and we have developed a positive and cooperative relationship. I feel that the proposed project by Walden Development will complement my building and will enhance the neighborhood.

Thank you,

Roberta Gordon  
Manager, 17th St. Group, LLC  
1240-1250 17th St.



To: Sarah B. Jones, Environmental Review Officer, SF Planning Department  
[Sarah.B.Jones@sfgov.org](mailto:Sarah.B.Jones@sfgov.org)  
cc.: Wade Wietgreffe, SF Planning, [wade.wietgreffe@sfgov.org](mailto:wade.wietgreffe@sfgov.org)  
Christopher Thomas, SF Planning, [christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)

From: Alison Heath, 333 Mississippi Street and leader of Grow Potrero  
Responsibly

Submitted October 5, 2015

Re: 2011.1300E Draft EIR / 1901 16th St. & 1200 17th St.

Dear Ms. Jones,

Thank you for the opportunity to submit comments on the 1901 – 16<sup>th</sup> Street and 1200 – 17<sup>th</sup> Street DEIR.

My overarching concerns include inaccurate cumulative impact assumptions, the project's incompatibility with the objectives of several established land use plans, and the loss of PDR.

The Metal Shed Adaptive Reuse Alternative includes 56,000 square feet of light PDR, artist and maker space. Contrary to the Draft EIR suggestion that transportation-related impacts would not differ between the Metal Shed Alternative and the Proposed Project, the 2008 Eastern Neighborhoods and the recent TSP Nexus Studies both show that PDR has the lowest impacts on transit. Furthermore the inclusion of PDR in place of residential units would help mitigate some of the cumulative impacts resulting from the overbuilding of residential developments throughout the Showplace Square /Potrero Area.

PDR businesses foster a diverse economy, and ensure the City's long-term economic vibrancy. The Metal Shed Alternative incorporates plaza-like areas that would encourage interaction and build community, mixing home, work, culture and recreation. It would mean jobs for a diverse workforce and reduce some of the impacts of a large development. It would be active 24/7, ensuring safe and welcoming streets. Along with 100 Hooper and CCA, the area would emerge from a dead zone and evolve with a wonderful new synergy, a true benefit to our community.

Sincerely,

A handwritten signature in cursive script that reads "Alison Heath". The signature is written in dark ink on a white background.

## Land Use and Land Use Planning

Section V of the DEIR concludes that “in general” the proposed project is consistent with policies in “relevant planning documents”. In fact, the project is inconsistent with multiple objectives of several applicable plans and will have a *substantial impact on the existing character of the vicinity and land use* particularly in the context of cumulative development at levels that were not anticipated in the Eastern Neighborhoods PEIR.

Specifically, the proposed project conflicts with the Showplace Square/Potrero Area Plan, Urban Design Element, Housing Element and General Plan by disregarding policies of preserving neighborhood scale and character, providing adequate infrastructure, preserving PDR uses and protecting parks and open space from shadowing.

The project is incompatible with the existing neighborhood character and thus conflicts with the Housing Element. Objective 11 of the Housing Element states that development must “*support and respect the diverse and distinct character of San Francisco’s Neighborhoods*” and “*ensure that growth is accommodated without substantially and adversely impacting neighborhood character.*”<sup>1</sup>

The proposed project would overwhelm the prevailing scale of development, merging four separate parcels into two covering an unprecedentedly large 3.5-acre complex over two blocks. This would result in the largest footprint of any development anywhere on Potrero Hill outside of Potrero Terrace. The large massing would be entirely out of context with the neighborhood’s traditional diversity of ownership, use and appearance that comes with smaller parcels. The Urban Design Element requires that, “*the scale of each new building must be related to the prevailing height and bulk in the area... Designs for buildings on large sites have the most widespread effects and require the greatest attention.*”<sup>2</sup>

The Eastern Neighborhoods PEIR did anticipate that overall height and scale would increase “*somewhat*” but that implementation of design guidelines would ensure compatibility with “*existing development as well as pedestrian-orientation, and articulation and appropriate massing of buildings*”.<sup>3</sup> However the relevant PEIR analysis was done before the project site was upzoned in 2011, from 40 to 68 feet. The impacts of the project of this height and scale were not studied in the PEIR, nor was its compliance with the Urban Design Element considered. The DEIR for this project fails to consider these additional impacts.

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<sup>1</sup> [http://www.sf-planning.org/ftp/general\\_plan/I1\\_Housing.html#HOU\\_11](http://www.sf-planning.org/ftp/general_plan/I1_Housing.html#HOU_11)

<sup>2</sup> [http://www.sf-planning.org/ftp/General\\_Plan/I5\\_Urban\\_Design.htm#URB\\_MND\\_3](http://www.sf-planning.org/ftp/General_Plan/I5_Urban_Design.htm#URB_MND_3)

<sup>3</sup> Eastern Neighborhoods PEIR, Section IV, p.168

The Showplace Square / Potrero Hill Plan Policy 3.1.6, states that, "*new buildings should epitomize the best in contemporary architecture, but should do so with a full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them*"<sup>4</sup> As proposed, the project fails to match the height, mass, and articulation of older existing buildings in the vicinity and provides little awareness of surrounding structures or any sense of authenticity. The DEIR inaccurately claims the project would not conflict with Objective 1.2 to maximize development potential in keeping with neighborhood character. More specifically the project fails to follow POLICY 1.2.1, which ensures "that in-fill housing development is compatible with its surroundings."<sup>5</sup>

The UMU (Urban Mixed Use) zoning for this project does not adequately honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "*support the economic well being of a variety of businesses*".<sup>6</sup> This project would eliminate 109,500 square feet of PDR building space and displace a number of PDR and blue collar jobs. As noted in the CPE checklist, page 26, the development "*would contribute considerably*" to significant cumulative land use impacts related to loss of PDR. Although the Eastern Neighborhoods PEIR anticipated a certain level of development, the actual cumulative loss of PDR appears to be quickly approaching projections and such uses may soon be extinct on the north side of Potrero Hill.

Although no mitigations for the cumulative loss of PDR space were identified in the PEIR and a Statement of Overriding Considerations accepted some loss of PDR in the Eastern Neighborhoods PEIR, the Metal Shed Adaptive Reuse Alternative impacts on PDR should be studied in the context of other alternatives. This analysis was omitted from the DEIR even though the Metal Shed Alternative includes a significant amount (55,000 sf) of new PDR space onsite. Arguably, with this analysis included, this would be the environmentally superior alternative as it would reduce transit impacts and maintain half of the PDR space that would be completely lost with the Reduced Density Alternative.

The Eastern Neighborhoods Plan promised, "*A full array of public benefits, to ensure the development of complete neighborhoods, including open space, improved public transit, transportation, streetscape improvements, community facilities, and affordable housing.*"<sup>7</sup> Unfortunately the City has failed to provide most of the necessary infrastructure to support actual development, particularly in the context of unanticipated cumulative growth. The San Francisco Housing Element requires that infrastructure needs be planned and coordinated to accommodate new development. Objective 12 states that the City must "*balance*

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<sup>4</sup> <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2545>

<sup>5</sup> Showplace Square / Potrero Hill Area Plan, p.6

<sup>6</sup> <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2545>

<sup>7</sup> <http://www.sf-planning.org/index.aspx?page=1677>

*housing growth with adequate infrastructure that serves the city's growing population".<sup>8</sup>*

The project conflicts with two key objectives in the General Plan by failing to respect the existing neighborhood character. Furthermore, access to sunlight at Daggett Park would be impacted with shadowing from the project, and public vistas will be compromised:

- *"That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods."*
- *"That our parks and open space and their access to sunlight and visual vistas be protected from development."<sup>9</sup>*

Finally the project is not consistent with Planning Code as the project sponsor is requesting six exemptions and waivers. The project would require a Large Project Authorization, a Rear Yard Exemption and Horizontal Mass Waiver as well as exemptions to loading requirements.

Population and Housing:

The DEIR relies on a document (Eastern Neighborhoods PEIR) that is eight years old and is now stale. Given the unanticipated level of development in the Showplace Square/Potrero Hill Area, the assumption that cumulative impacts were addressed is no longer true. As a result, the DEIR is deeply flawed.

The fact is that the City already has more units constructed and in the pipeline for Showplace Square/Potrero Area than were anticipated to be built in the area by 2025. In 2008, the Board of Supervisors approved a Preferred Project level of 3180 residential units in Showplace Square and Potrero Hill. The baseline condition identified consistently throughout the Eastern Neighborhoods PEIR is for the year 2000 while the date of the Notice of Preparation establishes the "existing conditions" beginning in 2005, consistent with CEQA Statute 15125. Depending on which starting point is used, the number of units constructed and in the pipeline is between 3841 and 4005 units, well over the Preferred Project level of 3180.

Despite the fact that the City has already dramatically exceeded the 2025 projections for Potrero Hill and Showplace Square, the CPE and DEIR dismiss this entirely and contain a number of errors and contradictions.

Page 27 of the CPE checklist erroneously states that, *"The proposed project's 395 residential units would be within the amount of housing development*

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<sup>8</sup> [http://www.sf-planning.org/ftp/general\\_plan/I1\\_Housing.html#HOU\\_11](http://www.sf-planning.org/ftp/general_plan/I1_Housing.html#HOU_11)

<sup>9</sup> [http://www.sf-planning.org/ftp/General\\_Plan/index.htm](http://www.sf-planning.org/ftp/General_Plan/index.htm)

*anticipated in the Eastern Neighborhoods EIR. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods EIR."*

Page I.5 of the DEIR correctly notes the Preferred Project total of 3180 residential units, while Page IV.5 ignores the Preferred Project total and references Options A, B, and C from the ENP EIR analysis with a range from 2,300 to 3,900 units. Planning did an analysis for the DEIR showing that 3,266 units were completed or in the pipeline as of July 2015. We were able to obtain the list of projects and discovered that everything prior to 2008 was omitted despite the 2000 baseline and the "existing conditions" established with the NOP publication in 2005. Additionally two projects, 1000 Mississippi Street with 28 units and 1001 – 17<sup>th</sup> Street with 48 units were omitted from the list. This amounts to hundreds of units. What follows is an apples to oranges comparison of housing projections beginning in 2000 (options A, B and C) to actual construction and pipeline counts beginning in 2008.

The third paragraph on Page I.5 claims that even though the residential land use category is approaching projected levels, we haven't maxed out on non-residential uses. The impacts of overall growth across all types of land use are what matters, rather than just residential uses. The assertion that the Eastern Neighborhoods Plan didn't analyze the impacts of individual land uses in isolation, and that we should combine residential and commercial uses, without regard to the imbalances and varying impacts between the two is absurd.

An adequate CEQA analysis of cumulative impacts will look at "past, present, and reasonably foreseeable future projects". Reviewing individual projects in a void, without honest consideration of the rampant development that is actually taking place is in conflict with CEQA requirements. This is particularly applicable to population and housing impacts. In combination with unanticipated development in Potrero Hill and Showplace Square, as well as nearby Mission Bay and the Central Waterfront, this project will undoubtedly "*induce substantial population growth*" in the area and demands additional study.

The omission of Warriors Arena in cumulative analysis is not justified by the fact that the DEIR for that project was published during the time of the analysis for the 901-16<sup>th</sup> Street/ 1200-17<sup>th</sup> Street DEIR. The fact is that it was a reasonably foreseeable future project at the time the analysis was done.

#### Transportation and Circulation

Adding thousands of residents with little investment in transit will be a disaster for the neighborhood, resulting in further dependence on cars while traffic continues to get worse. A Transit First policy should put transit first and ensure that viable options be in place before we experience significant population

growth. New studies of existing conditions and new analysis of cumulative conditions, not anticipated in the ENP FEIR, must now be done.

By relying on traffic and MUNI studies that were conducted three years ago, when there was markedly less traffic and demand for transit, the existing conditions studied in the DKS study are no longer accurate. Traffic conditions at the eastern edge of the Showplace Square / Potrero Hill area are already impacted and will continue to get worse as that area grows.

The analysis fails to fully account for "past, present, and reasonably foreseeable future projects". The DKS study used entirely outdated growth projections from the 1998 Mission Bay Redevelopment Plan, which bears no relation to actual conditions already being experienced and those that are now anticipated.

The City has failed to provide the transit improvements promised in the Showplace Square/Potrero Hill Area Plan. As a result, lines such as the 10 are already running near capacity at rush hour. New analysis, using actual existing conditions, and projecting accurate cumulative impacts must be completed.

#### Construction Noise

As stated previously, the EN PEIR, did not accurately account for the current or anticipated level of cumulative development in the Showplace Square/Potrero Hill Area. Noise impacts from multiple construction projects proceeding at the same time merit additional study.

#### Air Quality

Impacts from cumulative conditions with multiple developments under construction within several blocks of each other should be considered as a whole rather than simply analyzed in terms of individual projects. The ENP PEIR did not anticipate the actual level of development already taking place in the Area and the mitigations contained in the PEIR are not adequate. Recently we have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not proving to be an adequate mitigation, particularly under windy conditions. Alternate measures should be provided.

Additionally the impacts to air quality from the increased traffic due to cumulative increases in population were not considered fully in the ENP PEIR. Existing and cumulative conditions must be studied further. Air quality in the vicinity of the proposed project is already getting worse before the area has begun to experience fully anticipated levels of growth.

## Shadow

The Showplace Square / Potrero Hill Area is already underserved in terms of open space and any additional shadowing will compromise the neighborhoods limited recreational opportunities.

Daggett Park is now a POPOS (Privately Owned Public Open Space). As such, it falls under Section 147 of the Planning Code: *"New buildings and additions to existing buildings in C-3, South of Market Mixed Use, and Eastern Neighborhoods Mixed Use Districts where the building height exceeds 50 feet shall be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site in question, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295. In determining the impact of shadows, the following factors shall be taken into account: The amount of area shadowed, the duration of the shadow, and the importance of sunlight to the type of open space being shadowed. Determinations under this Section with respect to C-3 Districts shall be made in accordance with the provisions of Section 309 of this Code. Determinations under this Section with respect to South of Market Mixed Use and Eastern Neighborhoods Mixed Use Districts shall be made in accordance with the provisions of Section 307 of this Code."*

Because the proposed project is over 50 feet, and adds net shadow to a portion of Daggett Park, impacts and appropriate mitigations must be considered. The DEIR fails to properly examine the impacts of shadowing. The Community Plan Checklist mentions only the importance of open space that would be shadowed, but does not fully consider the impact of morning shadows, or the significant cumulative impacts of shadowing from the Daggett project in combination with the 901-16<sup>th</sup>/1200-17<sup>th</sup> Street project.

## Recreation

The DEIR fails to address the cumulative impacts of development on already overtaxed open space. Some of the studies and research in the PEIR analysis of Parks, Recreation and Open Space relied on data that is as old as the 2000 census.<sup>10</sup> The conclusion on page 49 of the CPE Checklist, that *"implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment"* is not accurate. It doesn't recognize that we are already exceeding population projections, or that there will be significant impacts resulting from the proposed project combined with past, present and reasonably foreseeable future projects.

The PEIR for the Eastern Neighborhoods and analysis done by SFRPD used a

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<sup>10</sup> <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4005>

baseline neighborhood population from the year 2000 (page 370 of the PEIR) rather than looking at the current or projected neighborhood population. No specific mitigation measures were identified in the EIR despite the anticipation that, *"increases in the number of permanent residents without development of additional recreational resources could result in greater use of parks and recreational facilities, which could result in physical deterioration"*.<sup>11</sup>

The Showplace Square/Potrero Hill Plan specifically stated that the area has *"comparatively little access to open space compared with the rest of the city and that the addition of new residents makes it imperative to provide more open space to serve both existing and new residents, workers and visitors."*<sup>12</sup>

Primarily consisting of playing fields, Jackson Park is already heavily used and suffering from maintenance issues. Cumulatively, the addition of more than 3000 new residents in the immediate area will place a substantial strain on Jackson Park and result in the net loss to the neighborhood of recreational facilities, and further deterioration of the park. Unfortunately there is only one acre of additional open space proposed, and as yet undeveloped, at EQR Potrero. This is entirely contrary to the 4 acres of new space promised in the Showplace Square/Potrero Hill Plan<sup>13</sup>, and the 1-acre/1000 residents "Need Factor" promoted in the 2007 Eastern Neighborhoods Needs Assessment<sup>14</sup>.

It is imperative that a full analysis and project-specific mitigation measures such as the inclusion of additional open space onsite be included as part of the project EIR.

## Public Services

Page 50 of the CPE Checklist states that, *"The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR."* As the ENP PEIR projections for cumulative impacts are no longer accurate, further study is required.

## Hazardous Materials

The toxicity of soil and groundwater in this area raises questions about safety during construction and an adequate level of remediation. Known hazards

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<sup>11</sup> <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4005>

<sup>12</sup> <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2545>

<sup>13</sup> <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2545>

<sup>14</sup> <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2585>



include petroleum hydrocarbons, heavy metals, asbestos and other materials. Because the project is within ¼ of a mile of several schools as well as a public park used by children, there are impacts peculiar to this project that were not considered in the ENP PEIR. Complete studies of the extent and nature of contamination as well as mitigations that eliminate the risk of accidental release of materials should be completed prior to the publication of the DEIR for this project.

Page 58 states that, "*Implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Eastern Neighborhoods PEIR related to listed hazardous materials sites.*" Since the PEIR doesn't accurately project cumulative growth for the Showplace Square/Potrero Hill Area, this assumption is ungrounded. New analysis must be done to account for past, present and reasonably foreseeable future projects.

#### Feasibility of the Metal Shed Adaptive Reuse Alternative

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code §21002.1), the discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if the alternative would impede to some degree the attainment of the project objectives, or would be more costly (CEQA Guidelines §15126.6(b)). By its inclusion in the DEIR, the Metal Shed Alternative is deemed to be feasible and capable of reducing the impacts of the proposed project.

When approving a project under CEQA, an agency must make specific findings to support any determination that mitigation or alternatives are infeasible. Stating that a project may be infeasible from an economic standpoint is not appropriate. Furthermore, any such claims by the developer that a project is economically infeasible must be independently reviewed and confirmed. (Preservation Action Council. v. City of San Jose)

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Comments on Draft EIR for 1601 Mariposa  
**Date:** Monday, October 05, 2015 5:24:13 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
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Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

**From:** MG Hill [mailto:[arkansasst@gmail.com](mailto:arkansasst@gmail.com)]  
**Sent:** Monday, October 05, 2015 3:55 AM  
**To:** Jones, Sarah (CPC)  
**Subject:** Comments on Draft EIR for 1601 Mariposa

HI, I am writing as a concerned neighbor who has lived on Potrero Hill for over 35 years. This Corovan Project is of great concern to all of us who live in this area. The rush hour traffic is out of hand already in this highly congested area. A new freeway ramp should be built due to the increase of the UC hospital, ballpark and all the new apartment buildings that have been built within the last 5 years. There is so much noise, pollution, traffic now that this area is not even a family oriented, livable place. The Metal Shed Reuse project is at least an alternative to the current proposal. Please listen to the neighbors who live here. Marjorie Hill

**From:** [Dennis Hong](#)  
**To:** [Jones, Sarah \(CPC\)](#)  
**Cc:** [Thomas, Christopher \(CPC\)](#); [Kim, Jane \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Lee, Mayor \(MYR\)](#)  
**Subject:** Case 2011.1300E - 601 16th street project.  
**Date:** Monday, October 05, 2015 2:45:23 PM

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Dennis J. Hong  
101 Marietta Drive  
San Francisco, CA. 94127

October 5, 2015

San Francisco Planning Department  
Atten: Miss. Sarah B. Jones, Environmental Review  
Officer  
1650 Mission Street, Suite 400  
San Francisco, CA. 94103

Subject: Case Number: 2011.1300E – 901 16<sup>th</sup> Street  
Project

Good afternoon Miss. Sarah Jones,

I am writing in full support of the 901 - 16<sup>th</sup> Street Project. This Project will revitalize this blighted industrial area and add great value to the cities current housing issues. The sponsor has done a wonderful job.

I have been a resident of San Francisco all my life – Sixty years-plus. Currently retired. Thank you for letting me have the opportunity to review and comment on this Project and several others in the past. It's always a pleasure reviewing and commenting on these professional EIR's. I appreciate all the professional efforts that are made in producing these documents.

My following comments are based on the above Draft Environmental Impact Report dated August 12, 2015. I understand the due date for submitting my comments were extended to October 5, 2015 at 5pm (today) and trust I did not miss a deadline to submit my comments.

Working with the community and the stakeholders are a key factor to any project. This Project shows all that.

It looks like this is mostly an industrial area and construction issues in this case are minimum, mostly - construction; work hours of construction, staging of materials, dust control, noise, vibration, safety barriers, street closures and etc.. However the project should still have a phone number with a contact names to call for concerns. This Project is also at the border line between the UCSF complex and makes a wonderful transition even if the 280 Freeway is not removed.

Include any comments made during any of the public Planning Commission meetings, especially ones made on September 17, 2015 (?).

Construction Phase, request that the Final EIR provide time lines of this Project with any other; proposed, concurrent or future projects that may impact this Project.

- a. A construction time line showing all ongoing/current or upcoming projects in the vicinity of this project, especially in the Mission Bay/UCSF complex.
- b. How will the possible tear down of the 280 Freeway impact this Project?
- c. The project has done an excellent job with the court yard/s and pedestrian promenade.
- d. I understand that CEQA does not require; any exterior visions, color, material or even a

photosynthesis of the project. But I personally feel that this item helps sell a project to the community and should be included. As Architecture/design, color, material and etc is personal, but adds enormous value to any project. In this case the elevations and street views of this project does a good job with this issue.

X. In Conclusion: Based on my comments and evaluation of the DEIR I have concluded there is sufficient information and I fully support this Project and the DEIR.  
I request that my comments be included in the Final EIR and be sent a hard copy of the "Comments and Responses (RTC).

Thanks to you, the Planning Department and the Board of Supervisors for working so hard on these projects. As requested, I will continue to review and comment on future projects as needed. Thank you for your consideration of my comments as part of the DEIR process. Should you have any questions regarding this email/letter, please do not hesitate to contact me at [dennisj.gov88@yahoo.com](mailto:dennisj.gov88@yahoo.com).

PS: If there are compelling reasons why this project should not continue or be delayed, I would be interested to understand why.

Sincerely,

Dennis Hong

Cc: C. Thomas, Planning Commission, BoS

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Comments on Draft EIR for the Corovan project (16th and Mississippi)  
**Date:** Monday, October 05, 2015 5:16:38 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

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Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

**From:** Ayse Hortacsu [mailto:benayse@gmail.com]  
**Sent:** Monday, October 05, 2015 10:48 AM  
**To:** Jones, Sarah (CPC); Cohen, Malia (BOS)  
**Subject:** Comments on Draft EIR for the Corovan project (16th and Mississippi)

Dear Ms. Jones and Supervisor COhen,  
thank you for this opportunity to share my comments on the draft EIR for the Corovan project proposed for 901 16th street at Mississippi. I attended the planning commission for several hours on Thursday but had to leave before it was time for public comments!

I am a local parent with two young kids who enjoy the Potrero Hill neighborhood very much. We especially love Jackson Playground which is located at Mariposa and Arkansas streets, located about 3 blocks from the proposed project.

I am also a member of Friends of Jackson park, a neighborhood community group whose mission is to bring about open, green space to our neighborhood, focused on Jackson Park.

In my and my group's opinion, the draft EIR presented fails to adequately consider the impact of the developer's proposal on our open and recreational space. Potrero Hill already currently suffers from inadequate parks, open space and recreational facilities.

There are many development projects proposed for our neighborhood and this will mean thousands of additional residents that will put significant additional strain on nearby parks including Jackson Park. While quaint, the park is already heavily used and lacking in sorely needed maintenance upgrades and renovations.

My other concern is that the majority of so-called open space provided in the developer's currently proposed project would remain private and off limits to the public.

As a community resident, I would like to see a revised EIR that includes data and projections which account for the dearth of recreation and open space and the degree to which developments already in the pipeline will further tax these inadequate resources.

Also, the addition of an east-west pedestrian mew, open to the public, would be strongly desired. The north-south pedestrian alley of the developer's project should also be widened by 20 feet and include more green soft scape.

Lastly, I recommend that Planning should offer mitigations, including the addition of new parks (Like the open lot

across the street from the proposed project, next door to The Bottom of the Hill Club) that achieves the four acres promised by the City in prior planning reports.

thank you for your time and consideration,  
Ayse Hortacsu  
577 Arkansas St.

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Concerns about Corovan Project  
**Date:** Monday, October 05, 2015 5:26:56 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
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Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

**From:** Michelle Horton [mailto:michelleahorton@gmail.com]  
**Sent:** Monday, October 05, 2015 4:43 PM  
**To:** Jones, Sarah (CPC); Cohen, Malia (BOS)  
**Subject:** Concerns about Corovan Project

Sarah and Malia,

I'd like to express my significant concerns about the Corovan Project. I've been a resident of Potrero Hill for almost 3 years and have been a resident of San Francisco for 6 years and am concerned with the rapid development happening in the neighborhood and that nothing seems to be addressing mine and neighbors concerns about the impact.

Traffic Concerns:

First of all I am concerned with the traffic congestion and parking issues that are not addressed properly in the DEIR. Traffic is already very congested during rush hour of cars getting on and off the freeway at Mariposa. I live on Mississippi and 18th. It has taken me 20+ minutes to get up Mississippi to do clogged streets. This is without the completion of the current development projects on 16th which will already make it worse. Nothing is being done to adequately address the traffic congestion now much less if this new Corovan development happens. The Mariposa on-ramp and off-ramp is already inadequate and I would even say dangerous for cars, pedestrians and bikers during rush hour. It's unacceptable to even think about more development without addressing these issues. Also, cars fly down the southern parts of Mississippi and Pennsylvania getting to Mariposa or to get into the city and it's a huge safety concern for those of us trying to get out of parking spots in the morning, walking our dogs or children to school.

Nor does it even take into account what would happen on Game days with the Warriors project. I used to live and work in Soma and on Giants game days the congestion caused would cause a 5-10minute drive to take up to 45 minutes, I believe this will be even worse for Dogpatch/Potrero than it was in Soma.

Parking

It goes without saying that parking is going to be a major issue and all of these units will have massive spillover into the surrounding neighborhood. There is not enough parking. The



reality is that many residents will have cars that will not have enough assigned parking and they will use street parking. To say that some people won't have cars is just not accurate. Many will come to this area for easy freeway access which means more cars creating parking issues in addition to the traffic issues.

#### Too Dense and Out of Character/Historic Buildings

The development being proposed is way too dense for the character of Potrero Hill. There is not adequate open space and frankly I wouldn't want to live in these places. They take away from the character, neighborly feel and beauty of the neighborhood. I left Soma for a reason and it makes me sad that these huge buildings are happening in Potrero. Have you ever gone down Berry street? It's so dark much of the day from all these huge developments that don't have character or add to the neighborhood. It doesn't lend itself to building community which is something I appreciate about Potrero and the character of the neighborhood is that people know each, care about one another and the neighborhood itself. These buildings have historic significance and I believe design should be incorporating that.

I am hopeful that you will hear the concerns of the neighborhood and consider a modified version of the Model Shed Reuse Alternative proposed by Save the Hill. For what it's also worth is I wouldn't normally find myself in the middle of this conversation around development, but with the neighborhood being so significantly impacted I find that I must speak up. My husband and I are perhaps some of the "tech people" that everyone seems to be talking about as a young couple that moved to SF because this is where we could find jobs to sustain ourselves. However, we are not millionaires nor have the overflow of money everyone seems to be talking about, we are people who care about San Francisco, Potrero Hill and how to grow the neighborhood in an appropriate way. Also these new developments are not the type of places that we want to live or build community. We came to Potrero because of the charm, the local business and owners who know your name, neighbors that know one another and that we wanted to be able to invest in the community around us. I'm concerned that all the reasons we came to Potrero are being seriously jeopardized by developers, greed for more money and lack of care for the people who actually live here and are impacted.

My Best,

Michelle  
-Resident of Potrero Hill

--

Michelle Horton  
858.342.4334  
[michelleahorton@gmail.com](mailto:michelleahorton@gmail.com)

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Walden Development Project - 901 6th St & 1200 17th St sites  
**Date:** Monday, October 05, 2015 10:42:52 AM

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Sent from my iPhone

Begin forwarded message:

**From:** Bruce K Huie <[brucehuie@sbcglobal.net](mailto:brucehuie@sbcglobal.net)>  
**Date:** October 5, 2015 at 10:06:46 AM PDT  
**To:** "[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)" <[sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)>  
**Cc:** Josh Smith <[jsmith@waldendevlopment.com](mailto:jsmith@waldendevlopment.com)>, Malia Cohen <[malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)>, Andrea Bruss <[andrea.bruss@sfgov.org](mailto:andrea.bruss@sfgov.org)>, Celia Lawren <[celialawren@gmail.com](mailto:celialawren@gmail.com)>, Callista Shepherd Smith <[callista.shepherd.smith@gmail.com](mailto:callista.shepherd.smith@gmail.com)>, Alex Goretsky <[alex@lastazionesf.com](mailto:alex@lastazionesf.com)>, Susan Eslick <[susan@susanlick.com](mailto:susan@susanlick.com)>  
**Subject:** Walden Development Project - 901 6th St & 1200 17th St sites  
**Reply-To:** Bruce K Huie <[brucehuie@sbcglobal.net](mailto:brucehuie@sbcglobal.net)>

Sarah -

I am a local resident in Dogpatch, steward at a local street park - Progress Park and Co-Chair of the newly formed Green Benefit District.

I've seen the progress and participated in the updates from Walden Development on the Corovan site to accommodate community input and requests. The current EIR on the Corovan site reflects the current state and outlines best approaches and constraints on the following areas :

- Traffic impact and plans for mitigation
- Green space
- Adaptive Reuse

The plans for the Corovan site (395 units of housing + more than 24,000 square feet of retail) are in line with the current state of activity along 16th Street near 7th Street with 1000 Potrero at Daggett Triangle. This has set the pace and direction for future development in the area - including a public green space onsite to the project. More green and open space are always good.

Walden Development is and has been a consistent participant in

many community projects over the past 8-10 years in the neighborhood with the Dogpatch Playground, Progress Park and the Gears. I do not see that changing.

Bruce Huie  
Dogpatch Now  
1099 23rd Street #12  
San Francisco, CA 94107

October 5, 2015

Sarah Jones  
San Francisco Planning Department  
San Francisco, CA  
E: [Sarah.B.Jones@sfgov.org](mailto:Sarah.B.Jones@sfgov.org)

RE: Planning Department Case No 2011.1300E

Dear Ms. Jones,

This letter is to register my support for the proposed project at 901 16<sup>th</sup> Street & 1200 17<sup>th</sup> Street in Potrero Hill.

I attended the recent Planning Commission hearing on Thursday, October 1 and submitted a speaker card, but I was unable to stay until the project was heard; therefore, I would like to submit my comments in writing.

Prior to attending the hearing, Page & Turnbull completed our own research and determined the brick Administration Building to be the only historic building remaining on the site. We also studied the existing corrugated sheds and found that they have been significantly altered over time and do not retain integrity.

I have reviewed the proposed project drawings, and I am in complete agreement with the assessments prepared by both Christopher VerPlanck and Planning Staff that the proposed design is in compliance with the Secretary of the Interior's *Standards for Rehabilitation*. Specifically, the proposed project would not have a significant impact on a historic resource, and the proposed design is in compliance with Standard 9, which evaluates the compatibility of adjacent new construction.

Standard 9 reads:

*New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

The intention of the proposed design is to have the brick Administration Building, which is the only historic resource identified on the property, read as a free-standing structure. This will be accomplished by providing air space both above the building and on its four sides.

No historic materials, features or spatial relationships that characterize the property will be destroyed. Currently, there are non-historic buildings adjacent to the existing brick Administration Building. These non-historic buildings will be removed and the brick building will be retained and rehabilitated.

The proposed new design will match the height of the historic building at the first and second stories, and the third story of the new building will be set back 7 to 8 feet. An 11'-9" gap will be created on the west side of the historic building, a 10'-5" wide notch will be built along the east side of the historic building, and an open-air courtyard will be created behind the building, separating the Administration Building from all new construction and effectively returning it to its original condition as a free-standing structure.

In addition, the proposed materials for new construction - - primarily concrete and corrugated metal - - are compatible with the industrial character of the site.

The proposed work will not have an impact on the existing historic brick building and will, in fact, highlight it by creating space around the building, allowing it to read as an independent structure.

Thank you in advance for considering my comments, my support of the project, and my concurrence with the findings of the Planning Department.

Sincerely,



Carolyn Kiernat, AIA,

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW:  
**Date:** Monday, October 05, 2015 4:49:59 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

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Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

**From:** Chris Leerkamp [mailto:[cleerkamp@gmail.com](mailto:cleerkamp@gmail.com)]  
**Sent:** Monday, October 05, 2015 4:47 PM  
**To:** Jones, Sarah (CPC)  
**Cc:** Cohen, Malia (BOS)  
**Subject:**

To Sarah Jones,

I live in Potrero Hill at 1025 17<sup>th</sup> Street. I am concerned with the massive development planned for 901 16<sup>th</sup> St. My condo has 2 decks that face the corner of 17<sup>th</sup> and Mississippi. I live on the top floor of my building. The height of the planned building will completely block the city views and cast long shadows on our block. Because of current traffic congestion and the lack of parking (during business hours), as well as blocking city views for the current Potrero Hill residents, I feel the proposed development at 901 16<sup>th</sup> Street should be sized and scaled down. Please consider reducing the number of residential units and a decrease in building height as an alternative to the proposed plan which will be a massive eye sore for the Potrero Hill community and a daily pain for Potrero Hill residents parking and driving near the Corovan site.

Please consider more realistic developments for our community,  
Chris Leerkamp

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** Fwd: Comments on Draft EIR for the Corovan Project  
**Date:** Monday, October 05, 2015 10:42:30 AM

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Sent from my iPhone

Begin forwarded message:

**From:** peter linenthal <[ppotrero@pacbell.net](mailto:ppotrero@pacbell.net)>  
**Date:** October 5, 2015 at 10:20:32 AM PDT  
**To:** [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
**Cc:** [malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)  
**Subject: Comments on Draft EIR for the Corovan Project**

Dear Ms. Jones and Ms. Cohen,

I am writing to express my concerns about the draft E.I.R. for the Corovan Project, 901 16th/ 1200 17th & Mississippi. I've lived nearby at 18th & Missouri since 1975 and direct the Potrero Hill Archives Project. For 29 years we've collected and made available historic photographs, oral histories, and books; really anything connected to Potrero Hill history. Our 16th annual Potrero Hill History night will be held this Oct. 24 at International Studies Academy, 655 De Haro, 5:30-9pm,; I hope you can come.

The Planning Department's Metal Shed Plan for the Corovan site is a significant improvement over previous Walden/Prado plans. The Metal Shed Plan has a reasonable scale which compliments the neighborhood and preserves historic structures, all that remain of Pacific Rolling Mill's 80 year history in our neighborhood. Pacific Rolling Mills was the first iron & steel foundry in the West, associated with the industry's rise following the Civil War. At the turn of the century with the advent of steel farm buildings , the Mill was an important part of rebuilding San Francisco after 1906's earthquake & fire. The company played a crucial role in building the Ferry Building, Grace Cathedral, the Golden Gate & Bay Bridges, and SF General Hospital. The Mills was one of the first Potrero Hill industries, drawing workers who built homes nearby.

Catherine Petrin's detailed study determined that the Corovan site's buildings are historic and deserve preservation; I agree completely. The draft E.I.R. found that alterations in the Rolling Mills metal buildings excluded them from historic preservation. This is ridiculous; by their nature industrial buildings are altered when the need arises. Do extensive alterations make City Hall and the Ferry Building any less historic?It is ironic and sad that while corrugated metal continues to be popular in new neighborhood construction, the buildings which inspired this

industrial style are disappearing quickly. The SF Opera warehouse at 800 Indiana is being torn down today, Center Hardware's corrugated metal building at 999 Mariposa will go in about a year, and I have no doubt that the SF Gravel building at 552 Berry will follow soon after. Many others are already gone. A repurposing of the Rolling Mills metal buildings for apartments and P.D.R. would serve the need for housing and employment while preserving a crucial structure which gives the neighborhood the character residents love and visitors look for.

At the moment, the Potrero Hill Archives Project's collections are overflowing their home, a small storage room in my basement. A storage & display space for the Potrero Hill Archives Project in the Walden/Prado development would be a great neighborhood benefit, helping preserve neighborhood history while connecting it to our future.

All the best, Peter

Linenthal

Potrero Hill Archives Project

Missouri St., SF, CA, 94107

863-0784

[ppotrero@pacbell.net](mailto:ppotrero@pacbell.net)

director,

298

415-



To whom it may concern,

I am writing in criticism of some points regarding the Draft Environmental Impact Report for the proposed project at 901 16th St. / 1200 17th St. ("The Corovan project"), case no. 2011.1300E.

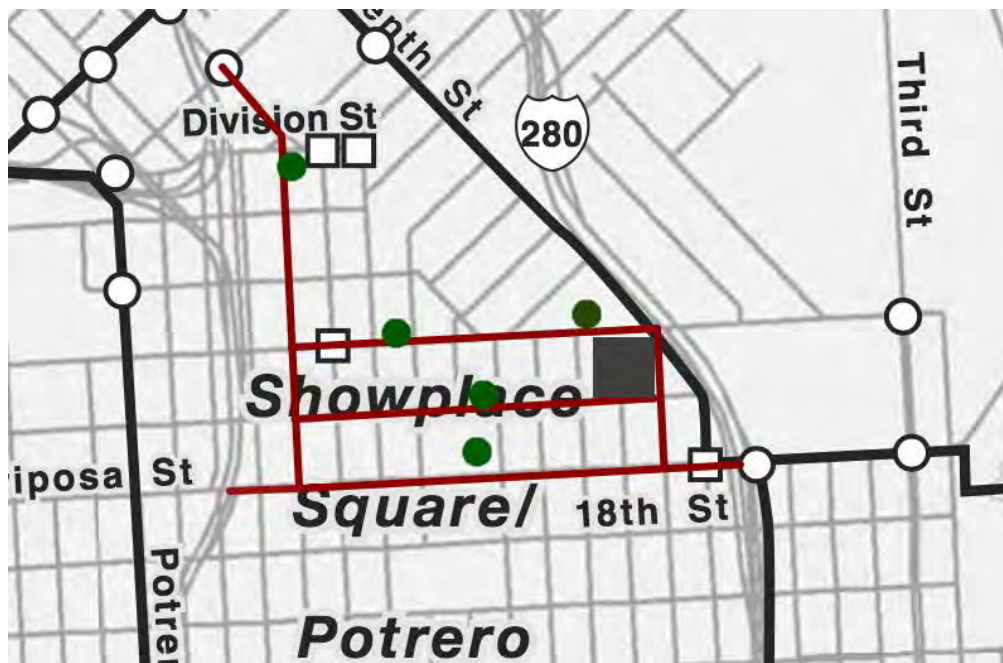
### **1. Traffic**

The analysis of vehicle traffic in the DEIR is inadequate, and fails to evaluate the full impacts of traffic generated by this project. Moreover, the cumulative impact analysis in the Eastern Neighborhoods Plan (ENP) EIR, on which this project's EIR relies, is inadequate as well. The details are as follows.

- The proposed project is situated near the Mariposa St. 280 onramp and offramp, which funnel vehicle access to and from the peninsula for parts of Potrero Hill, Mission Bay, SOMA and the Mission. Vehicle access to the project's parking will be through a single driveway on Mississippi St., which is currently a high-traffic area. In the DEIR, three intersections are determined to suffer a significant congestion impact from the project (17th/Mississippi, Mariposa/Pennsylvania, Mariposa/Mississippi; impact TR-2, p. IV.A.41). This impact is to be mitigated by signalization at 17th/Mississippi and at Mariposa/Pennsylvania. While signalization will improve congestion at these intersections by slowing down traffic, its inevitable result will be to push such additional traffic into neighboring streets

In particular, excess traffic has the potential of backing up Mariposa St., and may interact unfavorably with approaches to Live Oak and International Academy schools, on Mariposa between Carolina and Arkansas. This potential impact on areas further afield has not been studied in either this DEIR or the ENP EIR.

- In addition to signalization, the DEIR proposes a Transportation Demand Mitigation plan, which relies on education and other voluntary measures to reduce vehicle trips in and out of the project (M-TR-2c, p. IV.A.44). There is no indication in the DEIR that such a program will be effective, or that similar programs have proven effective elsewhere. The only enforcement of its effectiveness is a requirement for a change in plan after three consecutive months of ineffectiveness. There is nothing to show what an effective alternative would be. With that in mind, there is no convincing mitigation measure in the DEIR for the traffic impacts of the proposed project.



- For estimating cumulative impacts of the project within the context of the ENP, this DEIR refers to the ENP EIR. For that traffic study, traffic was measured at several selected intersections throughout the area, and the effects of additional construction on these intersections were estimated.

The map attached here, taken from the ENP EIR (p. 271) shows the studied intersections as black open squares and circles. I have placed green circles at the locations of several large developments in the planning and construction pipeline (1 Henry Adams; 1301 16th St.; 1601 Mariposa; 88 Arkansas; Daggett Triangle), and marked the project considered here as a gray rectangle. All of these projects will serve for of vehicular trips to/from the Mariposa 280 onramp/offramp, and for vehicular trips from the Vermont St. 101 offramp. I have shown on the map paths of possible circulation between these projects and the freeways, marked in red. As may be seen, these potential paths cross few of the study intersections, and therefore the impacts of this additional traffic has not been estimated adequately, and it is not known whether they need to be can be or mitigated.

A letter from the Mayor's office to the UCSF Chancellor's office, sent 2/20/2015 ( <http://tinyurl.com/lee-ucsf-warriors> ), mentions "prioritization of Mariposa St. over Owens and 16th" as a way of mitigating traffic impacts from the Warriors project. In effect the letter acknowledges that 16th St. may be reaching its full planning capacity, and offers Mariposa as an alternate route. Even without such planning, it is natural for drivers to seek less congested routes, and there is a risk of traffic spilling from 16th St. into the unstudied 17th and Mariposa Streets, among others.

The cumulative traffic impact study in the ENP EIR does not include these streets at all, and cannot be considered adequate for cumulative impacts of this project or others in the area.

## 2. Architecture

- The proposed project calls for the demolition of three metal-clad industrial buildings, some dating back to the 1900s. The DEIR has concluded that the metal buildings have no historical value, based on the condition of one of them, the Pacific Rolling Mill buildings, dating to the

19th century but modified in the late 1940s. These modifications are now 70 years old, incidentally the age of the Victorians demolished during the redevelopment of the Fillmore district in the 1960s.

The so-called “industrial style”, a distinct combination of corrugated metal, peaked roofs and other elements, has for a long time provided an architectural vocabulary and an element of marketing for new structures on and near the 16th St. corridor. Non-industrial buildings of that style go back at least to the commercial “blue building” at De Haro and 16th, built in the 1980s, and includes recent residential projects at De Haro and 16th, and mixed-use residential buildings at 17th and Rhode Island (Whole Foods and the Sega buildings), at Arkansas and Mariposa, at Mississippi and 17th, and elsewhere. Even the project proposed here includes a new sliver of corrugated metal construction at 17th and Mississippi, amounting to about 3% of the total area of the original metal clad-building.

On the other hand, representatives of the original metal industrial buildings are rare, and becoming rarer. Other than the Corovan buildings of this project, the only substantial example in this corridor is the Center Hardware building (935 Mariposa), dating to the 1950s, and itself subject to possible demolition in the near future.

In the project DEIR, the original proposal calls for a complete demolition of the metal buildings. The “Metal Shed Alternative” calls for the demolition of about half of them, a compromise. It would be unfortunate if the style were represented in the area entirely by out-of-context recent imitations, with no specimens of the original style with which to compare them, except further afield.

Thank you for your consideration,

Yoram Meroz

Potrero Hill

From: [Ruth Miller](#)  
To: [Jones, Sarah \(CPC\)](#); [Thomas, Christopher \(CPC\)](#)  
Cc: [Cohen, Malia \(BOS\)](#)  
Subject: Case # 2011,1300E  
Date: Monday, October 05, 2015 4:58:27 PM

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Dear Ms. Jones,

I am writing in relation to Case #2011.1300E, and in support of some version of the "Metal Shed Reuse Alternative Plan," an option included in the draft EIR. I recently spoke at the public hearing held about this project, but I would like to expand upon some of my previously stated concerns I have about the DEIR.

I live near the site in question, and I first became interested in the structures at this site in 2002 and at the same time that I took interest in other industrial structures that have since been torn down. The buildings piqued my curiosity and I took it upon myself to learn more about their history, which is fascinating, original and deeply significant to San Francisco's history. Among the many things I have since learned is that these structures are the only remaining buildings associated with the storied Pacific Rolling Mill Co. (there had been a site at Pier 70, which has since been destroyed, and there was a location in current day Emeryville which has also been destroyed). I mention this in relation to what is an oversight of the DEIR: its lack of consideration to the structures' historic importance.

As an educator of art and architecture and someone who is particularly interested in local preservation examples, I am familiar with and have the utmost respect for the work of Christopher VerPlanck. However, I respectfully but strongly disagree with his assessment of the metal structures at this site, and this is an area I would like to be examined by the EIR and the Planning Commissioners. VerPlanck's assessment reversed an earlier professional determination and conflicts with a later professional determination submitted by Katherine Petrin. Furthermore, it is an assessment that was prompted by Walden Development (Josh Smith) and Mr. Smith's lawyer and summarily buried in a document that eluded community scrutiny. The architectural details on which the questions of historic integrity can hinge vary considerably amongst architectural types. It is imperative that industrial architecture, about which I have read many a book, be considered on its own terms and in relation to the function it serves. It is the very nature of industrial architecture that it be modified in various ways so as to best serve its workers and purpose, and thus it is unremarkable that some change occurred in the metal structures at this site. More important, the most significant changes that have been *theorized* (for which there is no photographic evidence) is the suggestion that some of the metal structures had been open sheds and were later covered. But visual evidence indicates that the covered areas in question were in place well within the period of significance (1899-1947). The possibility of them having been changed from open to closed is a moot point in regards to historical integrity.

The structures of the 901 16<sup>th</sup> and 1200 17<sup>th</sup> Street site still maintain the distinctive roof and the majority of the signature features they possessed during the period of the steel-making company's greatest significance. The essential forms and massing are intact, and as Katherin Petrin's report indicates the original window sash, transoms, clerestories, and doors are still in evidence; they have merely been covered up.

I respectfully request that Planning Commissioners review the well-researched information that is available on this subject so that you may make the most informed decision on the matter of historic integrity. As has been noted before, the industrial structures that make up the Corovan site were part of what was once the largest steel-production factory on the West Coast and they played a direct role in the construction of some of our most historically significant monuments and buildings. The site holds a unique role in our neighborhood's history, one that would best be acknowledged through adaptive reuse of the metal structures. Adaptive reuse of these structures would contribute contrast and texture to an area swiftly being overtaken by new construction. The site's location on the threshold of Potrero Hill, Mission Bay and Showplace Square is ideally situated for an architectural testament to the neighborhood's evolving narrative. At the same time, there is ample space at this large site for new construction allowing for a compromise and complementary integration of the old and the new. In fact, the variegated roof of the structures may very well be the only thing that can offset the devastating Soviet-housing inspired presence of Daggett Place across the way.

While I believe the issue of historic integrity to be of utmost importance, the issue of traffic congestion is a matter of grave concern, and it is difficult to understand why the traffic study in the DEIR is as inadequate as it is. While it is good to see that the DEIR acknowledges serious traffic impacts that would be created or

exacerbated by the developer's proposal, it is disconcerting to learn how inexcusably limited the "traffic studies" were, and it is mystifying to see no attention given to pre-existing proposed solutions. There is no mention, for example, of any of the traffic reducing proposals raised by SFMTA and Potrero Hill residents for various intersections with Mariposa Street, and there are no proposed requirements of the developers that would mitigate traffic congestion. Furthermore, the DEIR should include consideration of several large-scale developments that are either underway, in the pipeline, or part of what constitutes a reasonably foreseeable future. While it is understood that planners can not specifically take into account the known impact of a project that is not yet completed, a vital part of planning is *projecting* and "doing the math" to account for projects underway or forthcoming. Only the 1000 16th Street project is acknowledged, but 1301 16th Street, 1601 Mariposa Street, 88 Arkansas Street, 249 Pennsylvania, 98 Pennsylvania, 1001 17th / 140 Pennsylvania, 790 Pennsylvania & 22nd Street, 580 De Haro Street, 540 – 522 De Haro, 131 Missouri Street, 1150 16th Street, 801 Brannan Street, 975 Bryant Street, 645 Texas Street, and 1717 17th Street should be added to the list of large and dense developments that will overwhelm this area with traffic. It is also not unreasonable to ask that calculations be included to indicate potential traffic impacts of the proposed Warriors arena; these numbers are not unknowable, their potential impacts are not unforeseeable, and planners should acknowledge their responsibility to encourage the developers to prevent negative and unnecessarily egregious impacts on traffic. I respectfully request that more extensive research be committed to the incredibly significant matter of traffic. Furthermore, I specifically request that someone, preferably the author, get back with me to explain the following quote concerning the proposed Warriors Event Center:

(T)he Event Center project would not cause any significant change to the results given in this report **and may potentially reduce the percent contribution to the impacted intersection from the proposed project.** (page 124, Part 2, Draft EIR, 901 16th St & 1200 17th Street, August 2015)

Even now well before the opening of the 1000 16<sup>th</sup> Street mega-structure, I regularly witness blocks worth of traffic back-up composed of people jammed behind the CalTrain stop, trying to enter / exit 280, trying to move toward AT&T Park, or simply desperately trying to get elsewhere. I have lived in numerous neighborhoods of the city prior to Potrero Hill, and I have never had to clean soot off my windowsills with such frequency. It is hard to imagine how the nearby impending developments will worsen the already deplorable air quality and the dire traffic congestion situation, and harder still to understand how anyone with the ability to curb more negative impacts would fail to do so.

I implore planners to update and expand upon the traffic data for the final EIR. Please include peak commute times, ballgame and / or special AT&T events days (which increasingly seem more regular than special) and *project* for the cumulative impacts that new and impending developments in this quickly growing area will bring. I urge Commissioners to reject the developer's proposal, which is too large and dense for the area and is grossly insensitive to both existing congestion and an inescapable intensification of this congestion that will soon be unleashed with the completion of Daggett place and other nearby developments. The unique circumstances of this site call for a far less dense project than what the developers have thus far proposed. Planning is urged to consider alternate proposals, ones that reduce the negative impacts on traffic, air quality and historic resources.

The developer's proposal conflicts with the City General Plan policies to preserve and respect neighborhood character and to protect public vistas, and it threatens to completely overwhelm an already overburdened infrastructure. To permit a project of this scale and this density at this site would not only disregard multiple area plan principles to lower heights on the south side of 16<sup>th</sup> street, but it would also recklessly disregard infrastructural needs that we know all too well do not accompany such proposals. In addition to concerns about this specific site and these specific buildings, City Planning is urged to not make Potrero Hill shoulder a disproportionate burden of an affordable housing crisis, a crisis that history has shown can not be solved by building market-rate monolithic megastructures.

Sincerely,  
Ruth Miller

R. Miller CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

Re: 901 16<sup>th</sup> / 1200 17<sup>th</sup> Streets, Case No. 2011.1300E

10/05/2015

Dear Ms. Jones:

Thank you for the opportunity to comment on the draft Environmental Impact Report on 901 16th / 1200 17th Street. I'm writing on behalf of both myself and Save The Hill, a grassroots coalition of neighbors numbering upwards of 1,000 followers. Save The Hill is dedicated to the health, culture, heritage, and scenic beauty of San Francisco's Potrero Hill neighborhood. Our mission is to protect Potrero Hill's unique identity, to support its locally run businesses, and to ensure that neighborhood growth promotes the highest standards of urban development and planning.

### **Overview**

After reviewing the draft EIR I have a number of comments, detailed below, regarding its adequacy and accuracy in evaluating significant potential impacts, both peculiar to this proposed project and cumulative, that were not covered or assumed by both the DEIR and the underlying Eastern Neighborhoods EIR and should be included in the final EIR for consideration and full analysis. I also focus on the adequacy and accuracy of the draft EIR in considering potentially feasible project alternatives that would reduce or avoid those impacts.

Save The Hill urges the City to reject the Project Sponsor's plan in favor of the "Metal Shed Reuse Alternative" (subject to some modifications) that significantly reduces various negative impacts while achieving many of the previously declared project objectives.

My comments below include recent issues around feasibility versus infeasibility of the Metal Shed Reuse Alternative, concerns raised by the Historic Preservation Commission, and modifications to the Metal Shed Reuse Alternative that Save The Hill would find acceptable.

### **1) Inadequate and Inaccurate Study of Historic Buildings**

The DEIR does not adequately or accurately address issues related to the historic merit and integrity of the existing metal warehouses. The draft rejects arguments supporting historic integrity for the metal buildings. Evidence, including the research and opinion of a highly respected architectural historian, Katherine Petrin, demonstrates these buildings remain historic despite alterations and company mergers over the years.

Petrin wrote a compelling report that documented a strong case for historic integrity. Among other things, the Period of Significance was longer than City Planning's claim of 1906 – 1928 (it should be extended through at least 1946/mid-1947). And while the steel warehouses may have been altered to some degree over the years (they were built between 1908 and 1926), as Petrin points out modifications in industrial spaces are to be expected given the utilitarian purpose of these buildings and the need for flexible space.

Collectively, the Potrero Hill industrial complex contains the last remaining structures of the Pacific Rolling Mill, which began operating in the Central Waterfront in 1868 before reorganizing and relocating to Potrero Hill in the early 1900s. The buildings are also the last remaining extant structures of the merged companies, Judson-Pacific Company (1928), and Judson-Pacific-Murphy Company (1945) in San Francisco.

Photos of the buildings at 17th & Mississippi Streets from 1941 verify the intimately linked heritage

and history of the Pacific Rolling Mill and its successor companies. Two SF News Call Bulletin photos show the following sign on the red brick office building: “Judson-Pacific Co. Successor To Pacific Rolling Mill Co. Established 1868.”

A photograph from 1941 demonstrates that the corrugated steel building at 1200 17th Street was not simply an unenclosed shed with open side walls up until December 1947. A photograph of the structure clearly suggests an enclosed building that matches its present day aesthetic (*see Petrin, Evaluation of Integrity pg. 9*).

In her report, Petrin expands on this fact:

*The Historic Resource Evaluation also notes that a building permit, dated 3 December 1947, was obtained to re-clad the corrugated steel structures at 1100, 1200, and 1210 17<sup>th</sup> Street. The 1941 photograph suggests that the re-cladding effort replaced already existing corrugated steel siding.*

*Overall, the complex retains many key elements of the original construction, plan, forms, massing, proportions, architectural vocabulary, and overall expression of a large-scale industrial operation. The site retains integrity of design....*

*The integrity of the basic building form of the steel warehouses has been debated based on the possibility that the steel structures were originally designed as sheds, open along the perimeter. The Historic Resource Evaluation suggests corrugated metal walls or siding was added at a later date to transform the sheds into enclosed structures.<sup>10</sup> While this may be accurate, no photographs exist depicting the shed type construction. However, based on the 1941 photograph below, it is clear that the warehouse at right, 1200 17<sup>th</sup> Street, had corrugated steel walls at least by 1941. Even if the structures were open sheds at one point, they attained the present form before the end date of the period of significance, 1947. (*Petrin, Evaluation of Integrity, pages 9 – 10*).*

Moreover, the DEIR remains inadequate and inaccurate because it overlooks the continuity of the Pacific Rolling Mill’s influence and heritage over many decades along with the successive role of the Noble family. Edward Noble (the son of Patrick Noble who founded the reorganized Pacific Rolling Mill) headed the company as President after his father’s death in 1920 and continued running the firm long after the first of two mergers. He remained at the helm until 1945 and was aided along the way by employees who had been hired at the original Pacific Rolling Mill at both the Potrero Hill and Central Waterfront sites.

There remains a “fair argument” that even though the metal shed buildings have not been listed on any register they qualify as a “historical resource” and demolition would have a significant impact.

As noted in Petrin’s evaluation, among other things, the metal steel buildings should be added as historic resources because the 1,200 square foot red-brick office building alone insufficiently conveys the historic significance of the Pacific Rolling Mill site.

The DEIR also fails to include significance due to association with persons. As stated in Petrin’s report:

*...Previous research, accepted and acknowledged by the City of San Francisco Planning Department, has established that the site is significant at the local level under California*

*Register Criterion 1, as it is associated with patterns of events that have made a significant contribution to the broad patterns of local history of California, in this case the construction of buildings and infrastructure and the industrialization of San Francisco and the West. The site is also significant at the local level under California Register Criterion 2, for its association with persons, Patrick Noble, Edward B. Noble, H.F. Hedrick and Frank Lester, among others, who founded, built, and ran the company, which resulted in the construction of some of San Francisco's most important structures. (Petrin, Evaluation of Integrity, page 5).*

Recently, members of the San Francisco Historic Preservation Commission applauded the DEIR's "Metal Shed Reuse Alternative" and encouraged the project sponsor to incorporate more of it into a final design. The HPC concluded the developer's current plan would impact a historic resource – the red-brick building (a position that contradicts the DEIR). The HPC also determined that more consideration should be given to the negative impact of scale and massing of the developer's current proposal upon the entire building site. The DEIR does not adequately address these impacts nor does it propose mitigations to avoid and reduce them.

Among the key concerns stressed by the HPC related to how the developer's current proposal does not comply with the Secretary of the Interior's Standard #9 on compatibility of massing, size, scale in relation to the entire building site and surrounding environment. This standard states the following:

*...9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. (Secretary of the Interior's Standards for Rehabilitation)....*

Again, the DEIR does not adequately address the above nor does it propose mitigations to avoid or reduce them to a less than significant level.

The Metal Shed Reuse alternate plan proposed by City Planning incorporates the historic metal structures with new construction. This reasonable compromise should be modified to achieve an environmentally superior status and adopted as the preferred alternative. The City should revise the DEIR to reflect the historic significance and integrity of these buildings based on Petrin's report. Moreover, in response to the HPC's list of concerns, the DEIR should address and propose mitigations that would avoid significant and negative impacts due to mass and scale upon the entire building site and environment.

As we've previously noted, the Historic Preservation Commission and City Planning upheld an appeal by the developer in 2011 that was based on incomplete and inaccurate factual information and without adequate public notification. The DEIR remains deficient because it does not address the inadequacy of public notification of an appeal by the developer in 2011. Moreover, the cumulative loss of culturally significant industrial spaces was not adequately evaluated in the Eastern Neighborhood's EIR and subsequent area surveys of potential historic properties. Assumptions around the loss of these buildings in the Eastern Neighborhood's EIR have turned out to be inaccurate with demolition far more impactful and detrimental than originally anticipated.

### **Inconsistent With City General Plan Priority Policy And Showplace / Potrero Hill Area Plan.**

The proposed project conflicts with Priority Policy 7 of the San Francisco General Plan:



*That landmarks and historic buildings be preserved.*

The project sponsor plans to demolish culturally significant industrial buildings erected by the Pacific Rolling Mill between 1908 and 1926. Policy 3.1.9 of the Showplace / Potrero Hill Area Plan, under Objective 3.1, states: “Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.” As outlined above, the proposed project demonstrates a complete lack of “continuity” with past development in Potrero Hill by introducing large-scale Mission Bay type development into the neighborhood and by destroying existing buildings of historic and cultural value that currently stand on the proposed site. The DEIR remains deficient on addressing and remedying this.

## **2) Inaccurate and Inadequate Study of Alternative Project Proposal**

### **“Metal Shed” Reuse Alternative Plan**

The DEIR includes City Planning’s modified version of an alternate project plan submitted by Save the Hill. While some aspects of this alternate, lower-density “adaptive reuse” proposal are commendable, other aspects are inadequate and some of the data from which this proposal is driven is simply flawed. City Planning appears to have taken Save The Hill’s original suggestive renderings and skewed numbers to suggest that PDR space set aside for artists would generate volumes of vehicle traffic equal to the developer’s vastly bigger project proposal. The effect was to deny awarding the adaptive reuse alternate plan the designation of “environmentally superior”. Save The Hill questions the adequacy and accuracy of City Planning’s methodology to analyze the traffic impact of light or low impact PDR Trade Shop / artist workspaces.

Moreover, the DEIR fails to address the project sponsor’s allegation that the Metal Shed Reuse Alternative is infeasible. City Planning has not conducted “independent analysis” of Prado/Walden (Potrero Partners) claims that the Metal Shed Reuse Alternative remains infeasible.

We ask that City Planning acknowledge the “suggestive” nature of the proposed adaptive reuse renderings submitted by Save The Hill, and more specifically that the PDR / Trade Shop component of the proposal was intended for light and low impact purposes. City Planning’s version of an adaptive reuse plan (Metal Shed Reuse Alternative) should be revised such that inclusion of light or low impact PDR / Trade Shop workspaces achieve environmental superiority. Again, Save The Hill questions the adequacy and accuracy of City Planning’s methodology in the DEIR to analyze the traffic impact of these light or low impact PDR Trade Shop / artist workspaces – analyses which, according to recent communication between myself and Chris Thomas of City Planning, appear to reflect traffic generated by high impact office use rather than low-impact PDR use.

This is puzzling in light of the City’s own Environmental Impact Report for the Eastern Neighborhoods which states that PDR generates less traffic than office or retail:

*.... PDR uses generate fewer vehicle trips per 1,000 square feet than retail or office uses. (Page 295, EN Rezoning & Area Plans, Case No. 2004.0160E, IV. Environmental Setting and Impacts E. Transportation).*

Moreover, the City, again, needs to independently review and confirm with qualified experts any information provided by the Prado/Walden (Potrero Partners) regarding economic feasibility or

infeasibility of the Metal Shed Reuse Alternative, per state court case *Preservation Action Council v. City of San Jose, 2006, 141 Cal. App.4<sup>th</sup> 1336*. To date, no substantial evidence finding infeasibility of the Metal Shed Reuse Alternative has been provided/submitted.

Currently the adaptive reuse alternative project allows for 177 units of housing and retains the existing metal buildings. While Save The Hill is willing to support this plan with height limits at 58 feet along 16th Street (including mechanical penthouses) and 48 feet along 17th Street (including mechanical penthouses), we ask that any added height for mechanical/stair penthouses reflected in the current Metal Shed Reuse renderings (16th Street northeast corner) be capped at 68-feet, instead of 74.5 feet. Save The Hill is more than willing to work with both the developer and City Planning to improve this alternative as a workable solution.

Finally, I'd like to underscore that the Metal Shed Reuse Alternative was inspired by an adaptive reuse proposal put together by Save The Hill – a proposal that was the result of substantial community outreach by Save The Hill over the last three years. This alternative (and not the Project Sponsor's proposal) is by far the preferred choice of the community (see [STH transcript enclosure of one meeting that took place with the Project Sponsor on 2/15/14](#)).

### **“Reduced Density” Alternative Plan**

The DEIR includes analysis of a “Reduced Density” alternate plan that is identified as “environmentally superior”. While Save the Hill supports reduced density, this plan does not nearly go far enough. Under this alternate plan, the height, scale and massing of the developer's current project proposal would remain essentially unchanged. The “Reduced Density” plan would contain 122 fewer residential units. However, the subtraction of space from these units is used to expand an interior private “pedestrian mews” for residents of the project. Thus, the private space is replaced with a different type of private space rather than the provision of open space. Moreover, commercial space that would benefit the community is dramatically reduced in this plan.

The DEIR should include a meaningful reduced density alternative – one that eliminates at least one story or more of the residential building complex along 16th Street, widens the pedestrian “alley” along the western side of the development by at least 20 feet, and includes commercial space along 17th Street. The east-west “pedestrian mews” should be open and accessible to the general public. Heights (including mechanical penthouses) should be capped at 48 feet along 17th Street and 58 feet along 16th. If added height is required for a mechanical/stairway penthouse on the northeast 16th Street corner of the proposed project then this additional height should be capped at 68 feet.

### **3) Inadequate & Inaccurate Analysis of Traffic, Parking and Transit Impacts**

The DEIR acknowledges that the proposed Corovan project will significantly and unavoidably worsen traffic congestion. It identifies at least four intersections that will be severely impacted. These include:

- 17th & Mississippi Streets
- Mississippi & Mariposa Streets
- Mariposa & Pennsylvania Streets
- 7th/16th & Mississippi Streets.

The DEIR indicates there's currently no way of feasibly mitigating the increased traffic congestion at the above intersections, either due to lack of funding or practicality. The DEIR is inadequate because traffic data used in the draft report was collected on a single day in 2012 during the peak

evening commute. The DEIR does not consider data collected over a period of time, or that includes the morning peak commute or a Giants game day. The DEIR also fails to consider cumulative impacts on traffic and parking from recent, present, imminent and long-range development projects.

The DEIR fails to adequately mitigate or address expected queuing in and out of the proposed project's Mississippi Street parking garage. With close to 400 units of housing and more than 24,000 square feet of commercial retail space, the project will generate an estimated 4,233 new car trips daily — with up to 12,361 trips daily by people entering and exiting the project. In spite of this compelling data, the report claims lines won't be significant and it defers responsibility for further studies or mitigation proposals until after the project is built. Additionally, the DEIR fails to sufficiently address expected pedestrian and vehicular hazards posed by the proposed development's single vehicle entry and exit point along Mississippi Street.

While the DEIR acknowledges the traffic-generating problems posed by the dense development, it does not adequately address the gravity of the situation nor does it satisfactorily assess proposed solutions. It ignores consideration of traffic reducing and/or calming measures proposed in previous years by the San Francisco Municipal Transportation Agency's (SFMTA) and community members for the Mariposa & Mississippi Street intersection as well as other intersections along Mariposa, and it relies on outdated data and a limited study of traffic conditions. In this way, the DEIR fails to identify solutions to predictable problems and neglects an invaluable opportunity to work with the community to mitigate those problems.

### **Parking Spillover**

The DEIR concludes the planned development will create spillover demand of between 358 - 458 parking spots — cars that will clog surrounding streets.

The DEIR shirks responsibility for parking problems posed by the dense development by claiming no legal obligation, but it should acknowledge the degree to which an alternate proposal and further requirements of the developers would prevent unnecessarily negative impacts.

### **Larger Traffic Impacts**

What the DEIR Says:

***Golden State Warriors Event Center: Due to the relative timing of the proposals, the Warriors' event center project was not included in the cumulative analysis of the proposed project .... (T)he Event Center project would not cause any significant change to the results given in this report and may potentially reduce the percent contribution to the impacted intersection from the proposed project. (page 124, Part 2, Draft EIR, 901 16th St & 1200 17th Street, August 2015)***

The passage above is another example of how the DEIR's analysis relies on outdated and inadequate traffic data from 2012 and 1998. The DEIR not only fails to adequately consider and analyze the traffic and parking impacts of the Warriors Arena proposed for 3rd & 16th Streets, it claims that the Warriors Arena might actually help by shrinking the Corovan development's proportional contribution to traffic congestion. This absurd and unsubstantiated argument minimizes one of the most troubling aspects of the project sponsor's proposal.

Finally, the DEIR references only one large development in the area, 1000 16th Street (Daggett), while ignoring many other impactful projects in the pipeline including 1301 16th Street, 1601

Mariposa Street, 88 Arkansas Street, 249 Pennsylvania, 98 Pennsylvania, 1001 17th / 140 Pennsylvania, 790 Pennsylvania & 22nd Street, 580 De Haro Street, 540 – 522 De Haro, 131 Missouri Street, 1150 16th Street, 801 Brannan Street, 975 Bryant Street, 645 Texas Street, and 1717 17th Street. The DEIR should include consideration and analysis from recent, present, imminent and reasonably foreseeable future development projects per CEQA.

### **Interstate 280 Ramps at Mariposa**

The DEIR perpetuates the false claim that traffic impacts caused by the Corovan project to the I-280 on and off ramps at Mariposa Street will be significantly lessened through various mitigations – for example, new traffic signals and the expansion of Owens Street to connect Mariposa and 16th Street. These so-called mitigation measures were identified in the Mission Bay Environmental Impact Report – a study that is now 17 years old and outdated. Both the Mission Bay EIR and the recent Warriors Arena transportation report fail to offer adequate mitigations and analysis to reduce increased volume of traffic to and from Potrero Hill from past, present, and reasonably foreseeable future development.

### **Inadequate Public Transit**

Adding thousands of residents with inadequate investment in public transit will significantly impact the neighborhood, resulting in further dependence on cars while traffic congestion grows and degrades our quality of life. For example, the 10 Townsend bus is already at 95% capacity yet the Corovan DEIR claims no mitigation measures are needed. Public transportation to the site is limited to a single future bus line that is already overburdened, underfunded, and suffering maintenance and scheduling difficulties. SFMTA projections state that the future 22-Fillmore line serving an extended 16th Street transit corridor will be overburdened from the start -- constrained by funding challenges, inadequate bus capacity and service, rising amounts of automobile and truck congestion, and uncertainty about the future of the Caltrain tracks, High Speed Rail, and the I-280 freeway. SFMTA's own forecast through 2035 projects that the intersection at 7th, 16th, and Mississippi Streets will “degrade” to a service level of “F” – among the worst in the city. Yet the DEIR fails to adequately address and mitigate these significant impacts.

A “Transit First” policy should put transit first and ensure that viable options be in place before we experience significant population growth. New studies of existing and cumulative conditions, inadequately addressed in the Corovan DEIR and not anticipated in the Eastern Neighborhoods Environmental Impact Report, must now be a priority and undertaken.

City Planning should conduct additional traffic studies that are more current and robust. Significant traffic calming and/or reducing measures (such as bulb-outs and pedestrian/green-scape islands) should be approved and implemented. Save the Hill agrees with SFMTA about certain traffic signal calming measures, and these and other options should be carefully considered. Furthermore, the project sponsor should be expected to invest in more traffic reducing strategies and should collaborate with both the community and City Planning on an alternate proposal to achieve this outcome. The project sponsor proposes a very ambitious, large-scale development for a very sensitive site, and it is reasonable that they shoulder more of the responsibility for traffic reducing measures in the surrounding area. A significant reduction in the density of the project is only one way they could positively mitigate traffic problems posed by their proposal.

#### 4) Inadequate & Inaccurate Study of Land Use (And Planning Policies Ignored)

##### Largest & Densest

As proposed, the developer's project (72 ft. – 83 ft. / 395 housing units) would be one of the largest, densest building developments in Potrero Hill history. Yet City Planning's previous environmental studies and projections for Potrero Hill fail to take into account a project of this scope at this site – including its impacts. Official environmental analysis currently on record in the Eastern Neighborhoods Plan considered heights of between 45 feet - 50 feet at the property, not 72 feet to 82 feet. The DEIR fails to address this discrepancy.

Evidence that the density and height have been adequately or properly evaluated in prior environmental review by the City during the Eastern Neighborhoods EIR process (including Comments and Responses) remains deficient. City Planning recently issued a community plan exemption stating the project was in compliance with development density. But this simply isn't accurate.

The project remains inconsistent with many policies and principles of the Potrero Hill Area Plan. The final Eastern Neighborhood's EIR does address heights rising 65 feet to 68 feet -- but only on the north side of 16th Street (not the south side of 16th) — which is consistent with Showplace Square/Potrero Hill Area Plan policy calling for lowered heights on the south side of 16th Street.

All of the height maps and analysis in the Draft Eastern Neighborhoods EIR for Options A, B, and C reflected heights for the 901 16th / 1200-1210 17th Street site at between 45 feet and 50 feet (the Comments & Responses cites Option B as most closely resembling the "Preferred Project" choice). Moreover, this 45' to 50' height and density were affirmed, codified and called for in the final Showplace Square/Potrero Hill. Objective 3.1/Policies 3.1.1 & 3.1.2 state: Adopt heights that respect, "the residential character of Potrero Hill." "Respect the natural topography of Potrero Hill .... Lowering heights from the north to the south side of 16th Street would help accentuate Potrero Hill."

The Comments & Responses in the Eastern Neighborhoods EIR document cited a map showing that frontages along 16th Street had been raised to 65 feet in comparison to Option B. Yet the analysis emphasized that the added height would remain on the north side of 16th Street (Showplace Square) and not the south side (Potrero Hill). As stated in "Changes by Neighborhood — Showplace Square/Potrero Hill" page C&R 12: "No changes in height limits are proposed on Potrero Hill. The Preferred Project would establish height limits of 65 - 68 feet within the core of Showplace Square between US-101 and I-280, north of 16th and south of Bryant Streets." This is repeated on page C&R-21: "In Showplace Square/Potrero Hill plan area, height limits would be similar to those analyzed for Options B, with minor height increases (to 45 feet as opposed to 40 feet in the DEIR) proposed to areas north of Mariposa Street, between De Haro Street and Seventh/Pennsylvania Streets. Height limits in the established residential areas of Potrero Hill would remain unchanged at 40 feet. The Preferred Project establishes heights of 65-68 feet within the core of Showplace Square between U.S. 101 and I-280, north of 16th and south of Bryant Streets."

Again, this north/south 16<sup>th</sup> Street divide is consistent with policy spelled out in the final Showplace Square/Potrero Hill Area Plan. The increased heights (48 ft. - 68 ft.) for the site were proposed as a zoning amendment late in the game by April of 2008. But again this wasn't reflected in the final Eastern Neighborhoods EIR, which did not properly evaluate or anticipate the density and height

specific to the Corovan site. The final Eastern Neighborhoods EIR did not consider, evaluate or anticipate a project of the size, height or density proposed by Walden Development and Prado Group at this specific location. In fact, as stated above, all of the completed analyses anticipated a height on the Corovan parcel of between 45 feet and 50 feet. Moreover, responses to comments in the final EN EIR did not address or analyze issues raised about heights or zoning at 901 16th/1200 - 1210 17th Streets. As stated on C&R page 147: "A number of comments were directed at the proposed rezoning and area plans, and do not address the adequacy or accuracy of the EIR. Because these comments do not address the adequacy or accuracy of the EIR, no responses are required."

For all of the above reasons, Save The Hill respectfully believes the final Eastern Neighborhoods EIR and the DEIR for 901 16<sup>th</sup> / 1200 17<sup>th</sup> Street remain inadequate. Height and density at the Corovan site were not properly evaluated and data remains inconsistent with prior environmental review. Consequently, the current EIR for the Corovan site should remedy this and address and evaluate height and density as a significant impact within the "Land Use / Planning" category.

### **Topography of Potrero Hill**

The developer's project violates multiple Area Plan principles including provisions to "respect the natural topography of Potrero Hill", to lower building "heights from the north to south side of 16th Street", and to "promote preservation of other buildings and features that provide continuity with past development." The DEIR fails to adequately address these issues.

### **Loss of Production, Distribution, Repair (PDR)**

The proposed project would eliminate rather than retain 109,000 square feet of valuable Production, Distribution, and Repair space. The DEIR acknowledges this loss as a significant impact but nonetheless defends it as consistent with planning goals. The DEIR does not consider this proposed development in the context of broader, unanticipated, PDR losses across the City. This is yet another example of how the DEIR fails to incorporate new and accurate data. A clear remedy at this site would be to retain some portion of the project for light PDR, or "Trade Shop", uses.

### **Area Plan & City Policy Objectives And Principles Ignored**

The DEIR remains inadequate and inaccurate because it fails to consider that the proposed project conflicts with the Showplace Square / Potrero Area Plan, and the Urban Design and Housing Elements of the City's General Plan by disregarding policies of preserving neighborhood scale and character, providing adequate infrastructure, and preserving PDR uses. Both the Corovan development project and the DEIR fail to address the following consistency issues:

- A. *Objective 3 of the San Francisco General Plan's Urban Design Element:*  
"Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment."

The scale and density of the Prado/Walden project are substantially greater than existing surrounding land uses and the project would be inconsistent with the established land use character of the neighborhood. The DEIR fails to acknowledge and consider that the Daggett Triangle development at 1000 16<sup>th</sup> Street in Showplace Square, as well as other large developments in nearby Mission Bay, are in separate and distinct neighborhoods that are not part of the Corovan site in Potrero Hill.

*B. Objectives of the Showplace Square / Potrero Area Plan*

The Prado/Walden project conflicts with a number of Area Plan objectives including Objective 1.2, which promotes development in keeping with neighborhood character. This project is inconsistent with the established neighborhood character of Potrero Hill. The Showplace Square/Potrero Hill Area Plan, in Policy 3.1.6, states that, “new buildings should epitomize the best in contemporary architecture, but should do so with a full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.” As proposed, the project fails to match the height, mass, and articulation of existing buildings in the Potrero Hill vicinity and provides little awareness of surrounding structures.

*C. Policy 2 of the City’s General Plan:* “That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.”

The Prado/Walden project is not consistent with this policy because scale, mass, bulk and height are inconsistent with and will negatively impact established neighborhood development pattern and character. The proposed development is dramatically out of scale with nearby residences and small businesses.

For the DEIR to fulfill its purpose, it must include updated data reflecting neighborhood growth and it must acknowledge Area Plan principles developed and accepted by the community. Among other things, the cumulative loss of PDR to the City has not been accurately addressed and evaluated in the DEIR, and we ask that this study be conducted. Since the extent of the cumulative loss of PDR space was not fully anticipated in the 2008 Eastern Neighborhoods’ Environmental Impact Report and no mitigations were identified, these impacts require further study in the EIR for this project. Analysis should include a full exploration of feasible mitigations such as the inclusion of new low impact PDR space onsite.

We ask that the DEIR adequately address, analyze, and mitigate the aforementioned growth and planning policies and consider an alternate to the developer’s proposal so as to honor these considerations. Moreover, the DEIR fails to acknowledge and consider that the south side of 16th Street in this area remains part of Potrero Hill and not Showplace Square or Mission Bay, which are separate and distinct neighborhoods. Showplace Square’s 1000 16th Street (Daggett Triangle) project is neither appropriate for or consistent with the character of Potrero Hill. This fact is clearly established in City planning policy and principle and should be respected and complied with. This issue should be addressed by City Planning in a final EIR.

**Aesthetics**

**Significant Impacts On Visual Environment / Inconsistent With Area Plan.** As noted above, the scale, height, and density of the proposed project (68 feet to 83 feet and 395 residential units) remain inconsistent with numerous terms set out in the Showplace / Potrero Hill Area Plan. Prior study contained in the Eastern Neighborhoods Environmental Impact Report, produced and relied upon by City Planning for all new development, is now eight-years old and did not properly and adequately evaluate, analyze, consider or anticipate a project of the size, height, or density proposed by the developer at the Corovan location. In fact, all of the analyses completed for the Eastern Neighborhoods anticipated a height on the Corovan parcel of 45 feet to 50 feet – not up to 83 feet as proposed by the developer.

The developer’s drawings indicate 72’ to 83’ high mechanical/stair/elevator penthouses that push

the building heights well above the 68' height limit. These penthouses only serve to enable private views via access to amenity rooftop decks for high-paying building tenants. They should not be credited as legitimate open space. The developer's proposed project and penthouses will also contribute to obscuring a cherished landmark of Potrero Hill – scenic public views of downtown San Francisco. This conflicts with long-standing city and state policies regarding protection of public scenic vistas. The developer's project remains inconsistent with multiple Area Plan principles including provisions to "respect the natural topography of Potrero Hill", to lower building "heights from the north to south side of 16th Street", and to "promote preservation of other buildings and features that provide continuity with past development."

While recent state law has put into question consideration of significant aesthetic impacts during environmental review, City agencies nonetheless retain this authority as a discretionary power. Issues of aesthetics should not be ignored or minimally reviewed. City agencies are still faced with an obligation to consider and address visual impacts to satisfy City General Plan and Showplace Square / Potrero Hill Area Plan neighborhood design and character standards. Since both the general public and decision-makers rely on an EIR for primary source information to make informed decisions about a project, the Planning Department should provide robust analysis of aesthetic impacts. At the very least, City Planning should provide accurate and adequate computer generated 3-D modeling visual simulations on the impacts of the project (including stair, elevator, mechanical penthouses) to public scenic views of downtown. The visual simulations offered in the DEIR remain inadequate and highly misleading.

#### **Inconsistent with Showplace / Potrero Hill Area Plan On Respecting Public View Corridors.**

"Respect Public View Corridors", Policy 3.1.5 of the Showplace Square/Potrero Hill Area Plan states: "San Francisco's natural topography provides important way finding cues for residents and visitors alike, and views towards the hills or the bay enable all users to orient themselves vis-à-vis natural landmarks. Further, the city's striking location between the ocean and the bay, and on either side of the ridgeline running down the peninsula, remains one of its defining characteristics and should be celebrated by the city's built form."

By proposing a single massive structure at the base of Potrero Hill the developers completely ignore the natural environment surrounding the site. The height, bulk, and mass, of their project will undermine (and in some cases destroy) Potrero Hill's visual integration with downtown.

The significant impacts on aesthetics including public views have not been adequately or properly evaluated in the DEIR and should be included in a final EIR.

### **5) Inadequate & Inaccurate Analysis of Recreation & Open Space**

#### **Inadequate Parks**

The DEIR fails to adequately consider the impact of the project sponsor's proposal on our open and recreational space. Potrero Hill currently suffers from inadequate parks, open space, and recreational facilities. The addition of thousands of residents from this and other new large developments will put significant additional strain on nearby parks including Jackson Playground – already heavily used and lacking in maintenance upgrades. Moreover, the vast majority of so-called open space provided in the developer's currently proposed project would remain private and off limits to the public. The DEIR fails to acknowledge or address this.

The DEIR should include data and projections accounting for the dearth of recreation and open space and the degree to which developments already in the pipeline will further tax these



inadequate resources. Planning should offer mitigations, including the addition of new parks that achieve the four acres promised by the City in prior planning reports. The project sponsor's proposal should be revised to provide more open space accessible to the general public. For example, Planning should require the east-west "pedestrian mews" remain open to the public and not privately closed off space. The north-south pedestrian alley of the developer's project should also be widened by 20 feet and include more green soft-scape.

## **6) Inadequate Study and Mitigation of Soil Hazards & Geologic Risks**

### **Contamination Risks**

The DEIR fails to adequately address the hazardous materials that will be exposed during construction. The Project Sponsor plans to excavate and truck nearly 14 million gallons of soil to an off-site landfill. Furthermore, the DEIR does not acknowledge nor consider the fact that a kindergarten through 8th grade school (a sensitive site receptor) operated by the ALT School plans to open its doors in an adjacent building (99 Missouri Street) in the Fall of 2016. A change of use for the building was filed on or around 9/03/15.

An analysis and review of the property by a professional engineering geologist and hydro-geologist in late 2012 raised numerous red flags about soil geology, hazardous waste, and seismic risks at the site (please see review by John O'Rourke submitted by Save The Hill to City Planning via email December 2, 2012). More recent analysis identified elevated levels of chromium, nickel, lead, asbestos, and coal tar wastes in soil and groundwater.

The DEIR should be revised to include more specific information about hazardous soils and measures to protect children (who are more vulnerable) and neighbors from exposure during demolition, excavation, and remediation. To date the City and the DEIR have not treated this issue seriously enough. The DEIR should address and analyze the potential risks of a new children's school (AltSchool) locating next to the Corovan site and detail mitigation measures that go well beyond what is currently planned. The California Department of Toxic Substances should also be involved in monitoring and coordinating this effort to ensure the safety of both children and neighbors.

### **Geologic Hazards**

The property site is located on artificial bay in-fill. It sits within designated high tide and liquefaction zones that make it unsuitable and potentially dangerous for oversized development. Up to 17 feet of artificial fill overlying sandy and clay soils underlie the subject property. Groundwater below the site is encountered within a matter of several feet. A seismic fault (Hunters Point Shear Zone) also lies nearby -- a fact that was not addressed and evaluated in the DEIR, the Eastern Neighborhoods EIR, or in the initial geotechnical study required by the City. The DEIR should more specifically address liquefaction risks and mitigations given the absence of study acknowledging the Hunters Point Shear Zone.

## **7) Inadequate and Inaccurate Study of Population / Housing**

### **Excessive Density & Outdated Data**

Recent analysis shows the Potrero Hill / Showplace Square area has already exceeded the number of housing units and population growth the City planned and projected for 2025. The City approved the Eastern Neighbors Plan assuming up to 3,181 housing units would be built by 2025 in the Potrero Hill / Showplace Square area. But as of 2015, close to 4,000 units were already in

the pipeline or built. The City failed to anticipate the dramatic pace of development and has not delivered on its promise to provide necessary public improvements (parks, transit, roads, etc.) to support thousands of new residents. City Planning analysis understates the “cumulative impacts” of large developments on our community by continuing to rely on outdated data from the 2008 Eastern Neighborhoods Environmental Impact Report to inform analysis in the EIRs of large projects, including the proposed Corovan development. Assumptions and mitigation measures provided in that document are simply no longer valid.

More recent and relevant data to account for the extraordinary changes in this area’s density should be included in the DEIR. In order for the DEIR to be constructive for the neighborhood and for the City, it must incorporate new and accurate population and housing data, and it must acknowledge the degree to which public improvements lag behind the neighborhood’s growth. City Planning needs to acknowledge that Potrero Hill has already exceeded development targets projected for 2025. Environmental study and mitigations should reflect this fact to help inform current and future planning.

### **8) Inadequate and Inaccurate Study of Noise**

The DEIR for 901 16th / 1200 17th Streets, and the underlying Eastern Neighborhoods EIR, do not specifically address or adequately analyze potential noise impacts on the proposed residential project from the Bottom of The Hill music venue. Mitigations are also not adequately addressed. These should be included for additional analysis in the draft and final EIR. A noise assessment study completed for the City dated October 20, 2014 remains inadequate. The assessment, prepared by Charles M. Salter Associates Inc., was too limited in scope. Only two weekdays in April were sampled ... which were likely not representative of busy weekend or weekday evenings at the Bottom of The Hill. Moreover, only one acoustic monitor was used on 17<sup>th</sup> Street at a mid-block location that was not accurately representative of the planned close proximity of residential housing to Bottom of The Hill. Additional study should be done for the EIR employing monitors at several locations along 17<sup>th</sup> Street over a robust period of time. This additional monitoring should reflect busy weekend and weekday evenings at Bottom of The Hill. The City’s current assessment did not disclose which specific weekday evenings were sampled. Without these measures, conflicts with surrounding businesses over noise and parking will remain inevitable given that 135 units of housing are proposed by the developers on 17th Street. Robust mitigations (more than thickened glass treatments for the new residences) need to be identified in the DEIR.

### **9) Inadequate and Inaccurate Study of Air Quality**

Increased traffic from the proposed high-density development will significantly impact air quality and erode quality of life in the neighborhood. This impact was not adequately addressed in the DEIR, nor in the underlying Eastern Neighborhoods EIR -- both specifically at the Corovan site and in the cumulative. City Planning continues to rely on outdated analysis from the Eastern Neighborhoods Environmental Impact Report produced in 2007 - 2008. The Potrero Hill area continues to develop at a greater pace than originally anticipated by City Planning yet there appears to be no baseline analysis of current air conditions. Recent study and news reports have raised alarm about the growing danger and risk to public health of traffic-related pollution – most especially to children. The project specific and cumulative impacts on air quality have not been fully considered and evaluated in the DEIR.

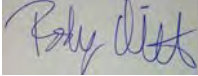
### **Conclusion**

I regret to say that we are dealing with tone-deaf Project Sponsors in Walden/Prado (Potrero Partners). They have simply refused to listen to and respect the wishes of the Potrero Hill

community. A majority voice has repeatedly expressed opposition to what these developers are currently proposing. Save The Hill shared its alternative adaptive reuse plan with the developers earlier this year and offered to meet with them -- an offer they quickly rebuffed. Their so-called community outreach has been, frankly, a sham, designed to ignore and minimize neighbor input and to market a vastly oversized project. Despite a personal pledge that they wouldn't build a Mission Bay-type development after Save The Hill succeeded in getting their Kaiser Medical project relocated to Mission Bay ... Walden/Prado are once gain attempting to steamroll the community with another Mission Bay-type development.

We look forward to working with City Planning on the above items of concern.

Respectfully,

A handwritten signature in blue ink, appearing to read "Rod Minott", is placed over a light gray rectangular background.

Rod Minott, on behalf of Save The Hill

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Draft Environmental Impact Report, Project Address: 901 16th Street and 1200 17th Street  
**Date:** Monday, October 05, 2015 4:45:33 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034 | Fax: 415-558-6409  
Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
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**From:** Jane Nicholson [mailto:jane.nicholson.sf@gmail.com]  
**Sent:** Monday, October 05, 2015 4:44 PM  
**To:** Jones, Sarah (CPC)  
**Cc:** Jane Nicholson  
**Subject:** Re: Draft Environmental Impact Report, Project Address: 901 16th Street and 1200 17th Street

yDear Commissioners,

I believe that the project as currently proposed for the Corovan site should be rejected.

Please reject this project, or at a minimum send it back tot he drawing board with a mandate for reduced scale and density that is more consistent with the existing built environment of Potrero Hill.

The proposed project is inconsistent with the existing scale and density of the surrounding neighborhood. The project should be reduced to something similar to the "Metal Shed Reuse Alternative" presented in the Draft EIR, Chapter VI.

The project and the DEIR highlight inadequate and inaccurate analysis of Traffic, Parking and Transit. The DEIR acknowledges that the proposed Corovan Project will significantly and unavoidably worsen traffic congestion. It identifies at least four intersections that will be severely impacted. Three of them, Mississippi project has a m Mariposa, 17th and Mississippi, and 16th and Mississippi directly impact all of the residents of Potrero Hill and the jammed intersections at the bottom of my block (Mississippi and Mariposa) are currently a nightmare. The report also indicates that the project will create spillover demand of between 358-458 parking spots. This is a significant negative impact for the residents in the adjoining blocks. It will only get worse with other developments currently under construction and planned for the neighborhood.

The lack of respect for the height, mass, and materials of existing buildings on Potrero Hill is very apparent. The proposed project has an incredibly massive scale and will create another giant wall like the project that is directly across the street on 16th Street, Dagget Triangle. The project also fails to bring any new services or amenities to the neighborhood.

Adding thousands of residents with little investment in public transit will be a disaster for the neighborhood, resulting in further dependence on cars while traffic congestion grows and degrades our quality of life. The DEIR claims no mitigation measures are needed yet the 10 Townsed bus is already at 95% capacity!! Public transportation to the site is limited to a single future bus line that is already overburdened, underfunded, and suffering maintenance and scheduling difficulties.

Let's please have a Transit First policy where transit is put in first to ensure that viable options are in place before we experience significant population growth. Since the Eastern Neighborhoods EIR and the Corovon DEIR do not adequately address transit, new studies of existing and cumulative conditions should happen first. City Planning should conduct additional traffic studies that are more current and robust and consider traffic calming measures.

I must repeat what I said in the beginning- Please reject this project... or return it for a mandate for a reduction of scale and density.

Sincerely,

Jane Nicholson

240 Mississippi Street  
San Francisco, CA 94107  
415-621-6043  
[jane.nicholson.sf@gmail.com](mailto:jane.nicholson.sf@gmail.com)



October 5, 2015

Sarah Jones  
Director of Environmental Planning  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Via email: Sarah.B.Jones@sfgov.org

**Re: Planning Department Case No 2011.1300E at 901 16th Street and 1200 17th Street**

Dear Ms. Jones,

My name is Eddie Orton, part of our team that redevelops in the Bay Area, including Ford Point in Richmond and the historic buildings at nearby Pier 70. I know, respect, and have done business with Prado.


I have reviewed the Walden/Prado premises at 901 16th Street including the metal sheds, the historic brick building on 17th Street, and the Walden/Prado plans for their proposed project.

In my opinion, the tin sheds are very common gabled structures that are everywhere and are still made happily today. They have little historic value.

As for the brick building... Meh.

While I am not an expert on new construction, the subject project appears to be high-quality and tries to respect the area's industrial past and the building's connection to the community.

Sincerely,

  
Eddie Orton  
President, Orton Development, Inc.  
Manager, Historic Pier 70, LLC

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: DEIR for the Corovan site (901 16th / 1200 17th Street)  
**Date:** Monday, October 05, 2015 5:27:08 PM

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Sarah Bernstein Jones  
Environmental Review Officer  
Director of Environmental Planning

Planning Department!City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
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-----Original Message-----

From: kathleen owen [<mailto:koakako@gmail.com>] On Behalf Of KO  
Sent: Monday, October 05, 2015 5:19 PM  
To: Jones, Sarah (CPC)  
Subject: DEIR for the Corovan site (901 16th / 1200 17th Street)

Dear Planning Commission:

As a business and property owner on Potrero Hill for 25 years, I strongly object to the density of the subject project. The additional street parking and the enormous amount of traffic that this development will bring will severely stress the capacities of the adjacent streets in this neighborhood, including 17th St., where our business, The Bottom of the Hill, is located. The DEIR traffic study grossly underestimates the traffic impact because it does not consider the added traffic from the 4000 plus units that are already in the pipeline for this neighborhood, including the EQR's 453 units directly across the street from the subject project. The little bit of street parking that we do have at the moment will also be highly affected by this massive project, since 400 more cars will then have to find a place to park. I am not anti-development by any means and I do realize that the city has a housing shortage, but I feel that this is too much too fast and that our beloved neighborhood should have a stronger infrastructure in place before these projects can be built.

Thank you for your considering my comments.

Kathleen Owen  
Bottom of the Hill  
1233 17th St.  
San Francisco, Ca 94107

[ko@bottomofthehill.com](mailto:ko@bottomofthehill.com)

ko

5 October 2015

Sarah B. Jones  
Planning Department  
1650 Mission Street, Suite 400  
San Francisco, California 94103

Re: 2011.1300E DEIR Pacific Rolling Mills, 901 16th Street / 1200 17th Street

Ms. Jones:

I am writing with regard to the discussion of Historic Resources within the *Draft Environmental Impact Report* for the proposed project at 901 16th Street, 1200 17th Street, the historic Pacific Rolling Mills site.

In 2013, I was requested by Save the Hill to provide professional consulting services as an Architectural Historian and Preservation Planner with regard to whether the Pacific Rolling Mills site retains sufficient integrity to convey its significance as a historic resource for purposes of the *California Environmental Quality Act* (CEQA).

It was my finding that overall, the complex retains many key elements of the original construction, its plan, forms, massing, proportions, architectural vocabulary, and its overall expression of a large-scale industrial operation. Because the complex retains these elements, it is sufficiently intact to convey its historical association with the Pacific Rolling Mills Company and to convey enough of its historic character to be recognizable as a historic resource. The site's metal shed components, together with the brick office building, comprise the historic resource and are subject to the protections afforded by CEQA.

The Metal Shed Reuse Alternative incorporates the historic metal structures with new construction and is the preferable option because it better conveys the impressive scale of the Pacific Rolling Mill operations. This alternative provides a fantastic opportunity to convey the industrial heritage of Potrero Hill. I request the Planning Department revise the DEIR to accurately recognize the site's historic resources and to work with the developer to achieve a reasonable compromise and successful project.

**Professional Qualifications**

Since 2000 I have practiced in San Francisco as an Architectural Historian and Preservation Planner. As such, I regularly use the National Register and California Register criteria of evaluation for historic buildings. In the course of my work, I utilize local, state, and national preservation regulations and regularly prepare historic significance assessments for environmental review documents. I meet the *Secretary of the Interior's Historic Preservation Professional Qualifications Standards* in History and Architectural History.

Sincerely,



Katherine Petrin



**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Comments on Draft EIR for 1601 Mariposa  
**Date:** Monday, October 05, 2015 4:57:41 PM

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Sarah Bernstein Jones  
Environmental Review Officer  
Director of Environmental Planning

Planning Department!City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
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-----Original Message-----

From: mike pfeffer [<mailto:mike@mikepfeffer.com>]  
Sent: Monday, October 05, 2015 1:19 PM  
To: Jones, Sarah (CPC)  
Cc: Cohen, Malia (BOS)  
Subject: Comments on Draft EIR for 1601 Mariposa

Sarah B. Jones  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Dear Ms. Jones,

I am writing to urge the City to reject the Corovan project at Mississippi Street and 16th Street as currently proposed by the developer (Prado/Walden) in favor of an adaptive reuse alternative plan, the "Metal Shed Reuse Plan" that significantly reduces various negative impacts on the Potrero Hill neighborhood.

The Showplace/Potrero Hill Area Plan, was a document developed by neighborhood residents over a period of years and accepted into San Francisco's official zoning guidelines for our neighborhood. The developer's project violates multiple Area Plan principles including provisions to "respect the natural topography of Potrero Hill," to lower building "heights from the north to south side of 16th Street", and to "promote preservation of other buildings and features that provide continuity with past development."

Unlike the surrounding neighborhoods like the Mission or Mission Bay, which are relatively flat, Potrero Hill is a hill – its natural topography - populated with single family homes, not large dense complexes. Clearly, a large complex at the bottom of Potrero Hill does not allow for lower building heights and "provide continuity with past development" and the DEIR fails to address this violation of the Area Plan.

One of my biggest concerns with the Draft EIR is that it relies on outdated reports and data and in doing so, does not take a holistic view of development in Potrero Hill. Here are a few examples:

The Draft EIR acknowledges that the proposed project eliminates 109,000 square feet of valuable Production, Distribution, and Repair space, BUT defends it as consistent with planning goals. The DEIR does not consider this proposed development in the context of broader, unanticipated, PDR losses both in our neighborhood and across the Eastern Neighborhoods. The DEIR fails to incorporate new and accurate data. A clear remedy at this site would be to retain some portion of the project for light PDR, or "Trade Shop" uses. The loss of space for artists, makers and repair spaces is huge. It doesn't allow people to live and work in the same neighborhood and changes the fundamental nature of a single

family home neighborhood

In another case of the DEIR relying on outdated data is the exclusion of the impact of the Golden State Warriors stadium. On page 124, Part 2 (of the Draft EIR, 901 16th St & 1200 17th Street, August 2015) it states, "the Event Center project would not cause any significant change to the results given in this report and may potentially reduce the percent contribution to the impacted intersection from the proposed project." This is an absurd statement. First of all it relies – yet again – on outdated data, this time traffic data from 1998 - 2012, and given that the stadium will be 3-4 blocks away, minimizes the impact of traffic in this general vicinity.

I implore the Planning Commission and the city of San Francisco to use updated data and reports and to take a holistic view to make environmental impact decisions on the Corovan site and other future developments in the city.

Sincerely,  
Mike Pfeffer Agor  
225 Mississippi St  
San Francisco, CA 94107  
415.863.1770  
Mike@mikepfeffer.com

cc Malia Cohen

**Re: 901 16<sup>th</sup> / 1200 17<sup>th</sup> Streets, Case No. 2011.1300E**

10/5/15

Dear Ms. Jones –

Please find below my comments on the draft Environmental Impact Report for the “Corovan Project” at 901 16th / 1200 17th Street.

**Loss of PDR space:**

The proposed project eliminates over one hundred square feet of Production, Distribution, and Repair space in a neighborhood that has a strong history of such building uses. In this instance the destruction and displacement of even more PDR space – and the jobs that accompany them – will add to a growing and lopsided approach by City Planning that prioritizes housing and retail over PDR even to the detriment of a neighborhood as a whole. Within the Potrero Hill and Dogpatch neighborhoods alone we have already lost (or are soon to lose) a significant number of PDR spaces, including:

- 950 Tennessee Street, a two story industrial building now home to Watermark Press
- The former Opera warehouse on Indiana Street
- The ProCamera shop and former bank building built in 1917 on 20<sup>th</sup> and 3<sup>rd</sup> Street
- The former Atlas Café on 16<sup>th</sup> street (a former PDR space beloved for its character)
- The Hsin Tung Yang building on 19<sup>th</sup> and Tennessee (under threat of demolition)

To view the demolition of these buildings individually, in isolation from one another, is to overlook the cumulative impact of losing the history, and industrial vernacular, of all of them at once. The DEIR does not consider this proposed development in this broader context and it fails to incorporate the data necessary to create such context. I urge the Planning Department to retain a portion of the project for light PDR / “Trade Shop” uses.

**Historic Integrity of Existing Buildings**

Much has already been written and expressed to City Planning regarding the historic integrity of the existing buildings. Of recent note, however, is the Historic Preservation Commission’s own assessment that the current project proposal lacks the necessary sensitivity and deference to a historic resource required to receive their support. Their summary critique is included verbatim below:

1. *The scale and massing of the proposed project as currently proposed causes an impact to the eligible historic resource identified on the site (the Brick Office Building). The HPC recommended that the project be revised considering the criteria set forth in the Secretary of the Interior's Rehabilitation Standard No. 9 in regards to materials, scale and massing of the proposed adjacent new construction;*
2. *The HPC also recommended that the project sponsor consider revisions to the project that includes appropriate concepts, such as materials, scale and massing, from the Metal Shed Reuse alternative; and*
3. *The HPC requests that the proposed project be reviewed by the Architectural Review Committee prior to the EIR certification hearing.*

### **“Metal Shed Reuse Alternative”**

The DEIR includes the “Metal Shed Reuse Alternative” as a counter proposal to the developer’s currently envisioned project. I urge City Planning to improve upon this plan in order to make it a strong, viable, and community-based alternative that could truly serve both the developer’s economic interests and the neighborhood’s long-term needs. Specifically, in accordance with Save The Hill’s vision for this project, I urge City Planning to recognize that the Alternative’s currently designated allotment for PDR space can be for light and low impact purposes – and can therefore achieve environmental superiority to the developer’s proposal.

In addition, per California state court case *Preservation Action Council v. City of San Jose* 2006, the City must independently review and confirm any information provided by the developers regarding economic feasibility or infeasibility of the Metal Shed Reuse Alternative.

### **Neighborhood Character**

The proposed “Corovan Project” has elicited such impassioned response and reaction from so many because it embodies the growing perception of a top-down approach to San Francisco’s growth that either actively favors, or passively allows, developers’ interests to trump those of the community. People opposing this project don’t oppose all change, all growth, or the inevitability of increased density. We do oppose new development that is insensitive – and even oblivious – to the surrounding landscape, architectural vernacular, and history of the community.

In Policy 3.1.6, The Showplace Square/Potrero Hill Area Plan states: “new buildings should epitomize the best in contemporary architecture, but should do so with a full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.” Key to this

statement is the establishment of “older buildings” as the called-upon point of reference in the design and construction of new developments in our community. In contrast to this principle, the developer’s current proposal for the Corovan Project clearly looks to Mission Bay (a distinct and very new neighborhood with its own specific purpose) and north to the brand new Daggett Triangle development as a guide to its architecture. City Planning should recognize this failure and should put even more emphasis on the Metal Shed Reuse Alternative as a means to correct it.

In summary, I believe the issues outlined above are all intimately linked:

- 1) The Corovan site has been used for PDR since the early 20<sup>th</sup> century
- 2) The increasing loss of PDR negatively affects our neighborhood character
- 3) The Metal Shed Reuse Alternative represents a grassroots effort by our community to honor the history and character of our neighborhood while also embracing its future.

Thank you –

Arcadia Smails  
(A 10-year resident of Potrero Hill)

**From:** [Jones, Sarah \(CPC\)](#)  
**To:** [Thomas, Christopher \(CPC\)](#)  
**Subject:** FW: Corovan Building Site EIR  
**Date:** Monday, October 05, 2015 5:15:21 PM

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**Sarah Bernstein Jones**  
**Environmental Review Officer**  
**Director of Environmental Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9034 | Fax: 415-558-6409  
Email: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

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**From:** Ralph Wilson [mailto:[ralphawilson@yahoo.com](mailto:ralphawilson@yahoo.com)]  
**Sent:** Monday, October 05, 2015 11:37 AM  
**To:** Jones, Sarah (CPC)  
**Cc:** Cohen, Malia (BOS)  
**Subject:** Corovan Building Site EIR

I have lived on Potrero Hill for over 25 years. I am a member of the Potrero Hill Neighborhood Association, a board member of the GreenTrust Central Waterfront organization, and a member of The Port of San Francisco's Citizen Advisory Group for the Central Waterfront. (I am writing as an individual and not as a representative of any organization.)

I have long been active in efforts to preserve and creatively reuse the historic industrial structures of our neighborhood, which was once the most important industrial area in the western US. I created the [www.pier70sf.org](http://www.pier70sf.org) web site to inform about Pier 70, the oldest active civilian shipyard in the US, less than a mile from the Corovan Building, and a place intimately connected with the Corovan site through the history of the Pacific Rolling Mill (originally at Pier 70) and its successor the Judson-Pacific Corporation on 17th Street.

I strongly believe development of the historic Corovan site should not simply mean token preservation of the brick office building and a small, highly modified piece of metal shed as featured in the developers' current proposed design. Massively overwhelmed by proposed surrounding structures, this approach would mean the complete destruction of the integrity of a very significant historic resource, and could well endanger the office building itself.

As suggested by the Historic Preservation Commission, the Metal Shed Reuse alternative outlined in the Draft EIR for the site should be considered as an alternative to the currently proposed design. The Metal Shed Reuse alternative represents an exciting and viable way to preserve the integrity of the industrial structures while creating significant housing resources, artist and maker work spaces, public open space, and other needed community assets.

I also believe this alternative would create much less traffic in a neighborhood that is already experiencing serious congestion.

For these reasons I believe the Metal Shed Reuse Alternative is clearly the environmentally superior approach to this important site, and I urge City Planning to designate it as such.

Sincerely,

Ralph Wilson

Re: 901 16<sup>th</sup> / 1200 17<sup>th</sup> Streets, Case No. 2011.1300E

Dear Ms. Jones:

I'm writing to comment on the draft Environmental Impact Report on 901 16<sup>th</sup> / 1200 17<sup>th</sup> Street. My wife and I are fortunate to own a house at 2009 17<sup>th</sup> St and we do our best to be good stewards of the neighborhood, picking up trash, pruning roses by the sidewalk that our neighbors enjoy, repainting our home's Victorian exterior to add to the local architectural beauty and adding exterior lighting to help with local safety. We care deeply about our neighborhood and make use of many of the local vendors and shops on the corridor and cross streets of 16<sup>th</sup> and 17<sup>th</sup> Sts all the way to Mission Bay.

We appreciate that San Francisco is in the midst of a relatively long "bubbly" growth phase and that the need for additional housing is a high priority matter. However, as a city, SF historically has a suboptimal track record of balancing development vs quality architecture, transportation planning, reduction in air pollution & traffic, building harmony and scale, and preservation of local character and economies, and the current development frenzy ongoing in the lower Potrero & Showplace Square areas is an profound example of this.

Before more harm is done with the approval of an oversized, hideous, light-blocking, local-merchant evicting, car-dense, local gridlock-generating, soulless project, based on absurdly outdated and inadequate traffic studies and in violation of the city's commitment to preserve historical buildings and character, I ask that SF not ignore the inadequacies of the current proposed project simply because "we need more housing units". Whether or not the Warriors move into Mission Bay, the increased level of traffic, congestion, noise, air pollution (our house was recently painted white, and the rapid rate at which that white took on a deep blackening from car and truck-generated soot can only suggest what we as pedestrians, cyclists and locals are breathing in to our bodies) over the past four years that we've lived there speak to a frenzy of development without thoughtful city planning.

It is getting so hard simply to pull in and out of our driveway during weekday business hours that one can only wonder just how poorly this part of the city will function if and when all the slated or approved development projects were to be completed – with 901 16th being the most egregious and being sited in a location where the most serious harm will ensue. It is not as simple as more is better. Further, an *Environmental* Review should not ignore that buildings make up our environment, that when their visual appearance is the result of low cost, revenue maximizing "design" that is so bad that it belongs only in a suburb you hate, let alone a city you love, then the "architecture" is in fact polluting the local environment. A transit-first city encourages people to walk, cycle, skateboard, etc, and when the buildings people see as they do fail to deliver on the opportunity to beautify and uplift, as the currently proposed "Motel 6 on steroids" does, the city loses an opportunity to have added positively to the local environment.



Fortunately, an alternative does exist – a well designed adaptive reuse project that will be an asset to the neighborhood and will serve the needs of many local constituents, not the sole need of an out-of-town developer who has, for at least four years, exhibited a tone deaf, “I’m not going to listen to the local community or care about anything other than my bottom line” attitude and seeks to claim he’s helping SF by adding housing units – but is only doing so with this latest proposal because 2000 of the people who actually live in the neighborhood signed a petition and spend two years fighting his last proposal, an ill-conceived Kaiser building, and successfully forcing him abandon it as Kaiser put their building elsewhere. Good faith is a requirement for successful, collaborative, compromising-based business dealings, and this developer has yet to show any of these qualities in his dealings with the neighborhood over his development plans. The city should remain wary of promises and skeptical of downplayed problems in evaluating the current EIR and proposal, lest *all* we actual San Franciscans, you included, get what we deserve from Walden & Josh Smith.

**Please reject this proposal and support the adaptive reuse proposal which has been provided as a thoughtful and neighborhood-supported alternative.**

Thank you for the opportunity to comment.

David Wurtman, MD

From: Chet Zebroski [mailto:ezdg@earthlink.net]  
Sent: Tuesday, October 06, 2015 4:50 PM  
To: Jones, Sarah (CPC)  
Subject: 16th and Pennsylvania Proposed Project

Greetings,

Having been on vacation I missed the opportunity to attend the meeting for the proposed development located at the corner of 16th and Pennsylvania. Working here for over 20 years now I've come to know this neighborhood quite well. It's one of the hidden jewels of the city, Potrero Hill.

Unfortunately, the Planning Department's willingness to allow developers to build without proper foresight, is having a negative effect on this and other neighborhoods in the city. There is no doubt about this as we witness the congestion daily at this corner of the City. When I leave my office now, I detour the congestion caused by Planning's approvals at and near 16th and Pennsylvania, only to run into more in another neighborhood nearby.

I have to ask: Are there any philosophers on the Board, or on staff? Anyone who looks at the bigger picture, the long view? Or, are there only business and political leaders making these decisions based on dollars and cents, rather than quality of life?

I suggest you slow down. Slow way down to contemplate the longterm effects of the decisions you make for an entire city.

I currently stand against approval of any further development in the City, until you come up with compatible means of transportation for the many proposed new dwellings and business projects you review/approve. And, suggest a moratorium to allow time to come up with solutions in that regard. Remodeling and/or constructive reuse of existing stock could be an exception to that temporary rule.

Thank you for taking a moment to review my concerns.

Sincerely, -cz

Chet Zebroski  
Erickson Zebroski Design Group, Inc  
1246 18th Street  
San Francisco, CA 94107  
phone: 415-487-8660  
web: www.ezdg.net

# **Appendix B:**

## **Draft EIR Hearing Transcript**

TO THE

### **Responses to Comments**

### **901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street Project**

PLANNING DEPARTMENT  
CASE NO. 2011.1300E

STATE CLEARINGHOUSE NO. 2015022048



**SAN FRANCISCO  
PLANNING  
DEPARTMENT**

Written comments should be sent to:  
Sarah B. Jones Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103  
or [Sarah.B.Jones@sfgov.org](mailto:Sarah.B.Jones@sfgov.org)

**In The Matter Of:**

*SFPC*

*ITEM 14*

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*HEARING PROCEEDINGS*

*October 1, 2015*

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*CLARK REPORTING & VIDEO CONFERENCING*

*2140 SHATTUCK AVE. STE. 405*

*BERKELEY, CA 94704*

*510.486.0700*

*WWW.CLARKDEPOS.COM*

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**PUBLIC HEARING**

**SAN FRANCISCO PLANNING COMMISSION**

**THURSDAY, OCTOBER 1, 2015**

**ITEM 14**

**TRANSCRIPT OF PROCEEDINGS**  
**CLARK REPORTING & VIDEOCONFERENCING**  
**2140 SHATTUCK AVENUE, SUITE 407**  
**BERKELEY, CALIFORNIA 94707**  
**(510)486-0700**  
**WWW.CLARKDEPOS.COM**

1 THE CLERK: 901 16th Street and 1200 17th Street.  
2 This is a public hearing. Please note that written  
3 comments will be accepted to the Planning Department up  
4 until 5:00 p.m. on October 5th, 2015.

5 MR. THOMAS: Good evening, President Fong,  
6 members of the Commission. I'm Chris Thomas, planning  
7 department staff. The item before you is review of  
8 comment of 901 16th Street and 1200 17th Street Draft  
9 Environmental Impact Report, or DEIR, pursuant to the  
10 California Department of Quality Act,  
11 or CEQA, in San Francisco local procedures for  
12 Implementing CEQA.

13 Joining me is the senior environmental planner  
14 for the project, Wade Wietfrefe, the city's consultant  
15 for this project, and members of the project's sponsor  
16 team are also present.

17 The Commission was provided a notice of  
18 availability for the draft EIR at the start of the  
19 public review of this document which began  
20 on August 13th and will continue through 5:00 p.m.  
21 October 5th.

22 The proposed project will be built on a  
23 three-and-a-half acre site located in the Showplace  
24 Square, Subarea of the Eastern Neighborhood's rezoning  
25 and area plan. The project site currently contains two

1 metal shed warehouse buildings, a modern, modular office  
2 structure and surface parking lots that are used for  
3 storage, and a vacant brick office building that fronts  
4 on 17th Street that has been determined to be an  
5 eligible historic research.

6 The proposed project will entail the  
7 merger of the project sites' four lots into two lots,  
8 demolition of the two warehouses and the modular office  
9 structure, and preservation of the brick office,  
10 building construction of two new buildings on-site.

11 On the northern lot, 16th Street building  
12 would be a six-story, 68-foot tall residential mixed-use  
13 building with 260 dwelling units and about 20,320  
14 gross square feet of retail space.

15 On the southern lot, the 17th Street  
16 building would be a four-story, 48-foot tall  
17 residential mixed use building with 135 dwelling units  
18 and 4,650 gross square feet of retail space.

19 A new publicly-accessible pedestrian  
20 alley would run from 16th Street to 17th Street, along  
21 the western property line, and a residential hues  
22 accessible to project residents only would separate  
23 the 16th and 17th Street buildings running west to  
24 Mississippi Street to the pedestrian alley.

25 In sum, the proposed project would result

1 in a total of 395 units and about 25,000 gross square  
2 feet of commercial space. Also included would be  
3 off-street parking for 388 vehicles, 455 bicycles,  
4 and about 14,670 square feet of public open space, and  
5 about 33,150 square feet of common open space to be  
6 shared by the proposed project's residents. The brick  
7 office building would be relocated consistent with the  
8 Secretary of Interior's Relocation standards.

9 The community plan exemption prepared for  
10 this draft EIR found that impacts to air quality,  
11 Archaeological resources, noise and hazardous materials  
12 could be mitigated to a less than significant effect.

13 The draft EIR finds that the  
14 proposed project would result in significant and  
15 unavoidable project level and cumulative impacts and  
16 transportation circulation and cumulative impacts to  
17 land use related to the loss of production,  
18 distribution and repair space that was identified in the  
19 2008 Eastern Neighborhood's Problematic Environmental  
20 Impact Report.

21 As the brick office building would be  
22 retained and rehabilitated for a future commercial use,  
23 the draft EIR concludes that the proposed project would  
24 not have an impact on historic resources.

25 The draft EIR analyzed three



1 alternatives, the no project alternative, the  
2 reduced density alternative, and the metal shed  
3 reuse alternative. The reduce density alternative is  
4 identified as the environmentally superior alternative  
5 because it would meet most of the sponsors' basic  
6 objectives while avoiding two of the four  
7 traffic-related significant and unavoidable impacts of  
8 the proposed project.

9 The metal shed reuse alternative was  
10 informed by public feedback regarding the reuse of the  
11 metal sheds as artists' work space, retail and a cafe,  
12 and allows for residential development of the area  
13 containing the modular office building and the parking  
14 lot.

15 On September 16th, the Historic  
16 Preservation Commission, or HPC, held a  
17 noticed public meeting on the draft EIR and the historic  
18 issues associated with the proposed project. The HPC  
19 considered this project because the site has an eligible  
20 historic resource, the brick office building. In 2011,  
21 the HPC determined that the brick office building was  
22 eligible for listing in the California Register, while  
23 the remainder of the site, including the metal sheds,  
24 was not an eligible historic resource.

25 In summarizing their discussion, the

1 Historical Preservation Commission made the following  
2 comments.

3 First, the scale of massing of the  
4 proposed project as currently proposed causes an impact  
5 to the eligible historic resource identified in the  
6 site as the brick office building. The HPC recommended  
7 that the project be revised considering the criteria set  
8 forth in the Secretary of Interior's Rehabilitation  
9 Standard No. 9 in regards to material, scale and massing  
10 of the proposed new construction.

11 Second, the HPC also recommended that the  
12 project sponsor consider revisions to the project that  
13 includes appropriate concepts such as materials, scale  
14 and massing from the metal shed reuse alternative. And,  
15 three, the HPC requests that the proposed project be  
16 reviewed by the Architectural Review Committee prior to  
17 the EIR certification hearing.

18 Staff is not here to answer comments today.  
19 Comments will be transcribed and responded to in the  
20 comments and responses document which respond to all  
21 verbal and written comments received, and make revisions  
22 to the draft EIR as appropriate. Those who are  
23 interested in commenting on the draft EIR in writing by  
24 mail or e-mail may submit their comments to the  
25 Environmental Review Officer at 1650 Mission Street,

1 Suite 400, San Francisco, by 5:00 p.m. on October 5th.  
2 After the comment period ends on October 5th, the  
3 Planning Department will prepare a comments and  
4 Responses document which will contain our responses to  
5 all the relevant comments on the draft EIR heard,  
6 today, if sent in to the Planning Department, again, by  
7 5:00 p.m. on October 5th.

8 We anticipate publication of the comments and  
9 responses document in the winter of 2016, and the EIR  
10 certification hearing in the Spring of 2016. This  
11 concludes my presentation.

12 Wade and I and our consultant, including  
13 Christopher Plank who prepared the historic  
14 resource evaluation for the project, are able to answer  
15 any questions you may have. Thank you.

16 COMMISSIONER FONG: Okay, thank you. Go ahead and  
17 open up to public comment. Jim Teskit -- and if you  
18 folks want to line up on that side of the room, looks  
19 like you guys are all pros. Katherine Petrin,  
20 Joe Butler, Caroline Kernat, Corine Woods, it looks  
21 like A. Camellio, Edward Hatter, Uram Marosa, Muraz,  
22 David Boyd, Peter Lenenthal, Allison Heath, Rodney  
23 Minat, and Philip Anosovich.

24 MR. TASKETT: Good evening, Commissioners. My  
25 name is Jim Taskett. I am an owner of property directly 7

1 across the street from this project on the 1200 block of  
2 17th Street. I also own a building on the 100 block of  
3 Mississippi Street, which is approximately one-half,  
4 two-thirds of a block away.

5 The property at 17th Street will fund about a  
6 quarter to a third of the proposed building, so you have  
7 a sense of where I'm coming from. I've had the pleasure  
8 of getting to know Josh Smith, the developer of this  
9 project, during many years of participation in the  
10 Potrero Hills Boosters meetings.

11 I believe that Josh shares an  
12 appreciation for this neighborhood and has taken steps  
13 with designs in this plan to enhance and improve the  
14 area. This project will enhance the neighborhood, as I  
15 mentioned. I believe that this project will be  
16 greatly helping in solving the housing drought, and I  
17 support the approval of this project.

18 Currently, the area has frequently seen  
19 multiple vehicle break-ins -- I've been a participate in  
20 that recently -- as well as a dumping of household and  
21 commercial materials. In addition, there's regular  
22 graffiti and tagging. This is, I think, a direct cause  
23 of the lack of humans in the area in the evening. It is  
24 a very dark, desolate area. I believe that this is a  
25 condition that is actually spreading up the hill and

1 affects our other property on Mississippi Street. These  
2 conditions lead to a degradation in the area that I  
3 believe a new construction and population will help to  
4 alleviate.

5 16th Street will have a balance with the  
6 project on Daggett. I do agree that the Daggett project  
7 is amazingly large, but I think that this will be in  
8 correspondence and balance with that.

9 Enhancements and improvements to transit  
10 is incredibly necessary in this area. That, I think, is  
11 an issue that needs to be dealt with. I'm glad to hear  
12 the previous presentation touched on some of those  
13 things, but that is inevitable to this area.

14 I've participated with many of the  
15 Eastern Neighborhood planning meetings, and I believe  
16 this project is in alignment with many of the project  
17 guidelines and goals. I do support this project and  
18 that's what I'm here to state. Thank you.

19 COMMISSIONER FONG: Next speaker, please.

20 MS. PETRIN: Good afternoon, Commissioners. My  
21 name is Katherine Petrin. I'm an architectural.  
22 historian.

23 In 2013, I was asked by Save The Hill to  
24 provide my professional opinion as to whether  
25 the Pacific Rolling Mills site retains

1 sufficient integrity to convey its historic  
2 significance. As you are aware, the integrity of this  
3 site, specifically the basic building forms of the steel  
4 warehouses, has been much debated. It was my finding  
5 that overall the complex contains many key elements of  
6 the original construction. Its plan forms massing  
7 proportions and architectural vocabulary, and most  
8 importantly, the overall expression of a large-scale  
9 industrial operation. Because the complex contains  
10 these elements, I find it sufficiently intact to convey  
11 its historical associations with the Pacific Rolling  
12 Mill Company, and to convey enough of its historic  
13 character to be recognized as a historic resource.

14 The metal shed reuse alternative is preferable  
15 because it better conveys the expressive scale of the  
16 Pacific Rolling Mill operation. I endorse the metal  
17 shed reuse alternative and see it as a fantastic  
18 opportunity to convey the industrial heritage of Potrero  
19 Hill while avoiding a more suburban residential  
20 treatment. I ask the Planning Commission to incorporate  
21 that alternative into the final project. Thank you.

22 COMMISSIONER FONG: Thank you.

23 MR. BUTLER: Good afternoon, President Fong,  
24 Members of the Commission. My name is F. Joseph Butler,  
25 and I am an architect here in the city, and I would like<sub>10</sub>

1 to make comments about the evaluation that was done for  
2 this site.

3 The Pacific Rolling Mills Company has a  
4 long history in San Francisco. They began on Potrero  
5 Point in 1868, and one Patrick Noble was employed at  
6 that time. Thirty years later, he took the company from  
7 Potrero Point to 16th and Mississippi. In fact, he was  
8 up against Texas on 17th with his first foundry, and  
9 eventually moved across the street.

10 As you see on this  
11 map (indicating) it was on the edge of the water. So  
12 basically, the site was an array of metal sheds, as  
13 they grew as a company on the land that was dry -- high  
14 and dry, as they say. So 20 years as its president, he  
15 left the company to his son. Edward Noble took the  
16 company from 1920 into World War II, and came out the  
17 other end. Finally, the operations on Potrero Hill  
18 slowed down, and eventually other uses filled the  
19 space. It's uniquely flexible. It's the most quality  
20 PDR space that you have in this whole Showplace Square  
21 district. It was the innovative building.

22 Those people who fabricated steel in this  
23 building produced the Fairmont and St. Francis Hotel  
24 structural frames, the Crocker Building, the Flood  
25 Building, the State Capitol in Sacramento, the Standard 11

1 Oil building downtown, the Spreckles Building, the  
2 BelAir Apartments on Russian Hill, the PG&E outlet in a  
3 variety of different places, the School of Education at  
4 Stanford, the University of Berkeley Gymnasium in 1931,  
5 post offices, hospitals, libraries and bridges. They  
6 built these sheds the entire Richmond/San Rafael Bridge.

7 And you're going to tell me at the end of  
8 saving a red brick building that that's adequate to  
9 convey the significance of what occurred on this site?  
10 Not even close. The reuse sheds alternative should be  
11 adopted as the preferred alternative because it's  
12 environmentally superior. It saves the most high  
13 quality, the most innovative and creative early  
14 structures of this type in the neighborhood.

15 This is so important to this community,  
16 because this is where people on Potrero Hill were  
17 trained in trade jobs. They had an association with  
18 Lick Lormity school. They trained people to come and  
19 draw and fabricate steel with them. It is a trade  
20 school and it still exists to this day. Thank you.

21 COMMISSION FONG: Next speaker, please.

22 MS. WOODS: Good afternoon, Commissioners. My  
23 name is Corrine Woods. I'm a neighbor of this project.  
24 I live in Mission Creek. I've been involved in Eastern  
25 Neighborhoods planning mainly around Mission Bay, but



1 also engaged in the Mission Bay -- in the Eastern  
2 Neighborhoods planning process, the TEP planning  
3 process, the EN trips planning process, the Showplace  
4 Square open space planning process, and the project  
5 sponsored for this project has been with us all the way  
6 through it. He's engaged. They are part of the  
7 community. They're very much involved with the ongoing  
8 discussions we're having.

9 As you heard in an earlier presentation,  
10 we've got big issues that really aren't addressed in  
11 this EIR, around the 7th and 16th Street intersection,  
12 high speed rail, a lot of traffic and circulation  
13 issues. I prefer the reduced project alternative in  
14 this case, mainly -- I don't know if it is a better  
15 project, but I think it does reduce the significant and  
16 unavoidable problems of traffic and transportation.  
17 The problem is that they aren't caused by this project;  
18 they are caused by a deficit that our neighborhood  
19 inherited. The Eastern Neighborhood's plan really --  
20 I mean, if you've seen the triangle, you can see we're  
21 kind of reeling with the amount of development that's  
22 been going on in the neighborhood.

23 The cumulative impacts are not adequately  
24 funded by the impact fees. They can't be. And the City  
25 has to make a commitment to improvements in traffic

1 circulation, transportation, all of these things that --  
2 it's not any one project. This project sponsor is  
3 willing to go beyond a fair-share contribution to  
4 mitigate some of these impacts, and I think that's  
5 fairly helpful. But it isn't anymore -- any one project  
6 is not going to be able to solve the problems that we're  
7 going to be seeing.

8 I support the project. I urge you to  
9 approve the EIR, but I think that we need to look a lot  
10 deeper into what we've got ourselves into with this  
11 rezoning of the eastern neighborhoods. Thank you.

12 MS. CORNELLO: It's not good afternoon.  
13 We're into early -- good evening. My name is Kathy  
14 Cornello, and I'm here to speak in support  
15 of the project. This is a neighborhood that I'm  
16 familiar with. In World War II my great Uncle Pete  
17 lived on the south side and walked down, as many other  
18 workers did, to catch the Army Street streetcar. He  
19 worked as a technical engineer in the shipyards. Toward  
20 the end of World War II, my grandmother and her sister,  
21 my great aunt, moved into a flat on the ground  
22 floor at Missouri and Mariposa and worked to begin their  
23 landscape business in the rich soil that was available  
24 for them to practice in around there.

25 Including the World War II residents, there

1 have been four generations of my family living in eight  
2 different locations on Potrero Hill, so I feel a real  
3 Commitment. And I, myself, recently earned a green MBA  
4 in sustainable enterprise development. My capstone,  
5 business proposal of the project was 94107 study of the  
6 American Urban Archipelago. San Francisco is one of  
7 those members of that cities of 500,000 more or more  
8 population.

9 One of the things that we learned was  
10 that sustainability success on the ground or real life  
11 is part process and part product. And the Walden  
12 Development project has met the high standards of both  
13 elements, not only in the design product of the  
14 project, as you've heard -- let me raise my hand as  
15 another person who hates those 17th and Rhode Island,  
16 17th and DeHaro monstrosities, not only the design of  
17 the project, but also in the design process. They  
18 brought us an interactive community opportunity to have  
19 input, and we were able to vote on what we liked and  
20 not, so that we got to see that it wasn't just something  
21 that was going to be plopped down on us.

22 My experience of family and neighborhood  
23 history brings me today to speak in support of this  
24 project. I think that the Walden Development has  
25 brought to the neighborhood both in spoken presentations<sub>15</sub>

1 and interactive community involvement opportunities.  
2 They sought to vote, record, evaluate and then include  
3 all of the feelings and input that those of us here on  
4 Potrero Hill had about their project. Thank you.

5 THE CLERK: I would like to take this  
6 opportunity to remind members of the public that this  
7 public comment period is specific to the accuracy and  
8 adequacy of the Draft Environmental Impact Report. If  
9 you can contain your comments to that specific item, we  
10 would all appreciate it.

11 MR. HATTER: Good evening, Commissioners. My  
12 name is Edward Hatter.

13 I'd like to sum this project up with one word,  
14 responsive. I looked at this project at the beginning  
15 of the onset and many years that it's been in planning,  
16 and I've worked with the developers, and I've actually  
17 put forth my views. I'm not a architect or a scholar on  
18 corrugated metal, but I am a person who works with  
19 people. And the developer in this development seems to  
20 have taken into consideration the people of the  
21 neighborhood. And I look at that as a very important  
22 part of this EIR, an important part of this development,  
23 because many of the developments that have gone on in  
24 the past and are to come in the future are not taking  
25 the people into consideration. People of general public<sub>16</sub>

1 are not allowed to be able to meander through the  
2 properties and access other streets from the property,  
3 and I think that is a consideration a lot of developers  
4 should follow suit with.

5 Looking at this project and looking at  
6 the core of the project, how traffic is able to flow in  
7 and out of the project without becoming a major  
8 disruption on 17th Street and on 16th Street, but mainly  
9 on Mississippi Street, is very important because those  
10 are our accesses out to downtown and back home, and  
11 those are the ones that we have to take  
12 overconcentration in consideration about. And I think  
13 our developer has done an excellent job in doing so. I  
14 am looking forward to this project actually being  
15 completed so it can actually set a precedent for the  
16 rest of the block. Thank you very much.

17 THE CLERK: Again, I would like to remind  
18 members of the public that this comment period is for  
19 the accuracy and adequacy of the Draft Environmental  
20 Impact Report, not on the project itself.

21 MR. LENENTHAL: Hello, Commissioners. I'm  
22 Peter Lenenthal and I live at 18th and  
23 Mississippi on Potrero Hill since 1975, and I direct the  
24 Potrero Hill Archive project. For 29 years, we've  
25 collected and made available photos, oral histories,

1 and really anything to do with Potrero Hill history.  
2 The planning department's metal shed reuse alternative  
3 designed for the Corovan site is a significant.  
4 improvement over previous Walden Prado plans.

5 This alternative has a reasonable  
6 scale which compliments the neighborhood and preserves  
7 historic structures, all that remains of Pacific Rolling  
8 Mills 80-year history in our neighborhood.

9 The Rolling Mill was the first iron and  
10 steel foundry in the west associated with the industry's  
11 rise following the Civil War, and later the turn of the  
12 century with the advent of steel frame buildings and San  
13 Francisco's rebuilding after 1906. The company was  
14 crucial in building the Ferry Building, Grace Cathedral,  
15 San Francisco General Hospital, the Golden Gate and Bay  
16 Bridges, and it was also one of the first Potrero Hill  
17 industries drawing workers who built their homes nearby.

18 It's ironic and very sad that while  
19 corrugated metal continues to be popular in new  
20 construction, the buildings which inspired this  
21 Industrial style are quickly disappearing. The San  
22 Francisco Opera corrugated metal warehouse at 800  
23 Indiana is torn down at this moment. Center Hardware's  
24 corrugated metal building at 999 Mariposa will be torn  
25 down, I imagine, in about a year, and I have no doubt

1 that the San Francisco Gravel building at 552 Berry  
2 will follow.

3 The Draft EIR found that alterations to  
4 the Rolling Mills building excluded them from historic  
5 preservation. This is ridiculous. By their nature,  
6 industrial buildings are regularly altered as the need  
7 arises. Do extensive alterations make City Hall and the  
8 Ferry Building not historic buildings?

9 Katherin Petrin's detailed study determined that the  
10 Corovan site buildings are historic and deserve to be  
11 preserved. A re-purposing of these buildings for  
12 apartments and light industry would serve today's needs  
13 for housing and employment while preserving a crucial  
14 structure which gives the neighborhood the character  
15 residents love and visitors look for.

16 The Potrero Hill Archive Project is  
17 overflowing its current home, a small storage room in my  
18 basement. A storage space in Walden Project's  
19 development dedicated for storage, display and  
20 organizing the archive collections would be a great  
21 neighborhood benefit preserving --

22 THE CLERK: Thank you, sir, your time is up.

23 MR. LENENTHAL: -- and making it available.

24 Thank you.

25 MR. ROSE: Good evening. I'm Yuron Rose,

1 From Potrero Hill. My first comment about the EIR,  
2 which it will be reiterated briefly, some comments  
3 that they made earlier about the -- about cumulative  
4 impacts is planned for in the area of planning -- I  
5 believe that cumulative impacts are -- as measured in  
6 the area EIR are inadequate. This project will  
7 channel a lot of traffic right into where it -- into --  
8 on freeway traffic is being funneled from the entire  
9 hill and neighboring projects. And some of that traffic  
10 is going to be pushed, pushed to neighboring streets  
11 such as Mariposa which are not evaluated in the area.

12 My second comment is about open space in  
13 the plan. Most of the open space in the proposed  
14 project, in the original proposed project, consists of  
15 two large passageways, two long, narrow passageways.  
16 While these count as open space by legal standards, they  
17 will not be adequate for many of the purposes for which  
18 these open space. People are not going to be able to  
19 walk their dogs there. People are not going to be able  
20 to play ball there. For all of these, they're going to  
21 be going to Jackson Square Park. And so the impacts on  
22 open spaces will remain severe, and that needs to be  
23 adequately taken care of.

24 Lastly, about architecture, as has been  
25 said before, but I will say it again, there is -- I



1 can think of about six projects along 16th and 17th  
2 Street which are faux metal shed industrial. We have  
3 them on DeHaro and 17th; we have them on 16th and  
4 DeHaro, the blue building; we have the condos before  
5 that; we have the -- it will be very ironic if we will  
6 have taken away every true metal shed industrial  
7 building and left all of these very popular, faux,  
8 modern imitations as representatives of the local style.  
9 And I urge you to follow the metal shed alternative  
10 which was entirely proposed by the community, not in --  
11 not in Prado's original plan. Thank you.

12 MR. ZIDEMAN: My name is Lester Zideman.  
13 I've been a merchant on Potrero Hill for 30-plus years.

14 I have reviewed the project. I  
15 read the EIR, and I support the project. Thank you.

16 MR. BENNY: Good evening. My name is Aaron  
17 Benny, and I've been living on Potrero Hill for eight  
18 Years. I would like to touch upon a couple points about  
19 the Draft Environmental Impact Report.

20 The first of these is about the traffic and  
21 parking impact of this proposal. I realize it is a  
22 topic that's been beaten to death, but that's  
23 essentially what makes it surprising, that the  
24 report makes no plan of the Warriors' arena when  
25 assessing the traffic and parking impacts of the

1 project. Even today, when there's a baseball game at  
2 AT&T Park, this area around the Mariposa exit off I-280  
3 is congested for hours. And this, despite the fact  
4 that the ballpark is more than a mile away from that  
5 exit. Meanwhile, the proposed location of the Warrior's  
6 arena is only four blocks away from the location of this  
7 project, and that arena is slated to feature about  
8 18,000 seats with only -- with less than 1,000  
9 parking spaces to go along with those. So it doesn't  
10 take much imagination to picture what the  
11 traffic and parking situation would be like in this area  
12 whenever there's an event there. So for that reason, I  
13 think this is a blind spot of the draft report, frankly,  
14 that I hope will be fixed in the final version.

15 The other thing I'd like to mention  
16 is my support for the adaptive reuse alternative  
17 mentioned in the report, which I believe is an  
18 opinion shared by many Potrero Hill residents. The  
19 reason, straight forward, the big part that makes  
20 neighborhoods by Potrero Hill rich and diverse is their  
21 connection to their colorful past. In the case of  
22 Potrero Hill, this is an industrial and working class.  
23 The historical buildings at the site, at the moment, are  
24 precisely the types of structures that tie Potrero Hill  
25 to this industrial past. Needless to say, we can't plan<sub>22</sub>

1 and build new ones of such historic buildings from now  
2 on. We can only lose the ones we currently have, and  
3 any example we lose is an example we won't be getting  
4 back.

5           Therefore, I feel anything  
6 done to this site that doesn't preserve most of the  
7 current historic structures will be a missed opportunity  
8 and it will make Potrero Hill a little bit more generic.  
9 So I hope the local community's strong preference for  
10 the adaptive reuse option will be taken into account.  
11 And I can see that this alternative has been counted out  
12 in this draft report for being infeasible, but I have  
13 encountered no explanation or details about that, so one  
14 thing I'd like to ask for is some specifics on what  
15 makes adaptive reuse alternative feasible, if it can be  
16 incorporated into the final report maybe or if the  
17 developer could make it available, somehow,  
18 it would be appreciated. Thank you.

19           COMMISSIONER FONG: I'll call a few more names  
20 while the speaker comes on up. Richard Dyer, Audrey  
21 Morris, Ruth Miller, Greg Gurney, Vincent Agore and  
22 Richard Hudson.

23           MR. MAIDA: Good evening, Commissioners. I'm  
24 Rod Maida, co-founder of Save The Hill, a grass roots  
25 group, Potrero Hill neighbors, that formed over three

1 years ago over concerns about development at this  
2 sensitive site. We're proud to have several hundred  
3 fellow neighbors supporting us in this cause.

4 We believe the Draft EIR remains  
5 inadequate for a number of reasons, including issues of  
6 historic integrity, loss of PDR space and impacts due to  
7 mass size, scale and height. In the last few weeks,  
8 we've shared with you a memo that addresses many of  
9 these concerns. I'll save discussion of these for  
10 written comments to the city planners.

11 This evening I would like to focus on the  
12 Draft EIR's metal shed reuse alternative. Save The Hill  
13 urges the Planning Commission to support that plan  
14 subject to some modifications. It was drawn-up by city,  
15 planning, but it was inspired by a mixed-use plan, Save  
16 The Hill, submitted late last year. It seems a  
17 practical middle ground between the developers project  
18 and the community's concerns.

19 Importantly, it would retain some space for  
20 light PDR uses. It would also provide up to 177 units  
21 of housing while reducing the massive scale of the  
22 project to better match the character of the  
23 neighborhood. This plan was the outgrowth of  
24 substantial community outreach by Save The Hill over  
25 the last three years.

1           Two weeks ago, historic preservation  
2 commissioners applauded this reuse alternative and  
3 encouraged the developer to incorporate it into a final  
4 design. The HPC Commissioners also expressed deep  
5 concern about the impact of the mass size, scale of the  
6 developer's current plan, and yet here we are today  
7 struggling with developers who, I'm sorry to say, simply  
8 refuse to listen to and respect the wishes of Potrero  
9 Hill, the majority of which I assure you has repeatedly  
10 expressed opposition to what these developers are  
11 currently proposing. We shared our alternative  
12 adaptive reuse plan with the developers earlier  
13 this year, and offered to meet with them and it  
14 was quickly rebuffed.

15           And here is what the developers are  
16 proposing on the overhead. This is a  
17 before and after image. It gives you an idea of the  
18 project's impact and scale, this, despite alleged by the  
19 developers that they wouldn't give us another Mission  
20 Bay Site Development after we succeeded in getting their  
21 Kaiser medical project relocated to Mission Bay.

22           I'd also like to remind the  
23 Commissioners that the City needs to independently  
24 review and confirm with qualified experts any  
25 information provided by the developers regarding

1 economic feasibility or infeasibility to the metal shed  
2 reuse alternative, per state court case. That's case  
3 Preservation Action Council versus City of San Jose.

4 In closing, many industrial buildings in  
5 our community, such as the Corovan site, present an  
6 extraordinary opportunity to fulfill the vision the  
7 Potrero Hill area plans call for adoptive reuse.

8 Unfortunately, we are seeing widespread demolition of .  
9 Properties that could otherwise be adaptively reused  
10 for other purposes. Please don't let this happen.  
11 Thank you.

12 MS. HEATH: Allison Health, Grow Potrero  
13 Responsibly.

14 We've been talking about the maxed out  
15 residential pipeline, and have expressed our concerns  
16 that the Draft EIR analysis for this project  
17 Misrepresents development projections.  
18 Meanwhile, the City keeps moving the goal post on  
19 cumulative impacts without providing the infrastructure  
20 and benefits promised us in the Eastern Neighborhood's  
21 plan. Perhaps overlooked in our focus of the  
22 residential pipeline is the irrevocable loss of PDR as  
23 we overbuild residential units. The sites for this  
24 project were zoned for urban-mixed zoning.

25 Area Planned Policy 1.1.2 instituted UMU land 26

1 use controls specifically to protect against the  
2 wholesale displacement of PDR uses. Despite this,  
3 Showplace Square and Potrero Hill are experiencing the  
4 greatest loss of PDR of any of the eastern  
5 neighborhoods, an amount equivalent to east Soma and  
6 the Mission combined.

7 As proposed, this project would  
8 eliminate nearly 110,000 square feet of active PDR space  
9 to build a massive housing complex. To put this in  
10 perspective, the so-called beast on Bryant would have  
11 eliminated 64,000 square feet. Keeping stable jobs  
12 in our neighborhood means employment for people from  
13 diverse backgrounds by using the nexus formula of one  
14 worker for every 300 square feet of PDR. The proposed  
15 conversion to residential use in the single development  
16 equates to loss of 367 potential PDR jobs. The metal  
17 Shed adaptive reuse alternative includes 56,000 square  
18 feet of light PDR artists and makers' space.

19 Contrary to the draft EIR suggestion that  
20 transportation recommended impacts would not differ  
21 between the metal shed alternative and the proposed  
22 project, the 2008 Eastern Neighborhoods and TSP nexus  
23 studies both show that PDR has the lowest impacts.  
24 While much of the focus on alternative has been on the  
25 historic merit of the buildings, it also offers a very

1 compelling opportunity for a truly urban mixed use  
2 project.

3 PDR businesses foster a diverse economy  
4 and assure the City's long-term economic vibrancy. The  
5 metal shed alternative incorporates plaza-like areas  
6 that would encourage interaction and build community  
7 mixing home, work, culture and recreation. It would  
8 mean jobs for a diverse workforce and reduce some of the  
9 impacts of a large development. It would be active  
10 24/7, ensuring safe and welcoming streets. Along with  
11 100 Hooper and CCA, the area would emerge from the dead  
12 zone and evolve with the wonderful, new synergy, a true  
13 benefit to our community. Thank you.

14 MR. DWYER: Hello, my name is Richard Dwyer and  
15 I live on Mariposa Street. I can see by my neighbors  
16 here that there is a real frustration they are not able  
17 to express their opinion about what's going on with the  
18 design of this thing, and I share that with them. That  
19 being said, I want to focus on the traffic and what's  
20 going on there. I actually walk about three blocks to  
21 UCSF gym because I teach there a little bit and also  
22 work out there. And I'm telling you, it's hell now.  
23 Just getting across that intersection is just  
24 unbelievable. God forbid -- I work on the Peninsula.  
25 God forbid, I forget to take the Cesar Chavez exit. I 28



1 live on Mariposa Street, but if, on game day, I miss  
2 that Cesar Chavez exit, I'm in traffic for 20 minutes.

3 So there's something wrong. Either the traffic  
4 count was done on a Saturday, or it was somehow,  
5 in my opinion, misread, because it is a serious  
6 traffic concern for me, and it's actually getting very  
7 difficult to even get home at any kind of reasonable  
8 time in the commute. Anyway, I hope you guys will look  
9 at this report closer and see if it's really accurate  
10 to what's going on there. Thank you.

11 THE CLERK: Thank you.

12 MS. MORRIS: Good evening, Commissioners. My  
13 name is Audra and my family has 100- years  
14 on Potrero Hill. I own a house and run a business both  
15 within blocks of the Corovan site in question. I have  
16 many concerns about the impact this development will  
17 have on our neighborhood, but my two greatest regard  
18 Traffic and PDR businesses. As it stands now,  
19 with UCSF currently running at half capacity, even  
20 driving the relatively short distance between my work  
21 and home poses an ever-increasing challenge. Throw in  
22 a Giant's home game and our neighborhood becomes  
23 completely gridlocked. The situation has yet to be  
24 seriously addressed.

25 My second concern is for the PDR

1 businesses in the neighborhood, which lately I have seen  
2 diminishing in number in an alarming rate. We who have  
3 lived many years in the city have come to perhaps take  
4 for granted the small businesses that feed, clothe and  
5 entertain and employ us, businesses that I feel give  
6 the city it's essential character. Take away these  
7 businesses from any established neighborhood, especially  
8 one built on industry, and you are left with the same  
9 sterile, antiseptic suburban landscape that many of the  
10 people now colonizing said neighborhood escaped from, a  
11 landscape people by high-end itinerant workers with no  
12 vested interest in its current status or its future.

13 The 16th and 17th Street corridors alone  
14 have lost multiple PDRs in the last year that have all  
15 been replaced by new, giant, multi-market rate housing.  
16 The same goes for Showplace Square and Dogpatch.

17 As an art student who grew up in the Marina,  
18 I used to come to Potrero Hill to the many light  
19 industrial artisans to have canvas stretched, a  
20 custom steel brace made for a final project, soldering,  
21 welding, printing and even a custom cart built with  
22 casters to move gear and props for shows. Every one of  
23 these businesses has since closed down, but not over a  
24 period of ten or 20 years. All have gone away in the  
25 last few years. What does this say about our city?

1           I know find I have to go to Oakland and beyond  
2 to get these things. Why do I have to go to Oakland  
3 when I live in San Francisco? I believe that San  
4 Francisco is doing exactly what the U.S. has done with  
5 its industrial and manufacturing base, and that has left  
6 this country suffering for jobs and dependent on  
7 foreign nations for things we used to make at  
8 home. I don't want to be dependent on businesses in  
9 Oakland when I come from a city known for its talent and  
10 innovation. I understand that things change, but there  
11 is good and bad change. More often I see San Francisco  
12 changing to meet the wants of the transient newcomers  
13 instead of keeping the field with its illustrious  
14 heritage and long-term residents.

15           San Francisco has always been a vibrant  
16 and interesting city. To someone visiting or seeing the  
17 city in a movie or photo, they get their first  
18 impressions from the architecture. Why now are we  
19 homogenizing the city's beautiful landscape with  
20 suburban outlet mall architecture? Far older cities  
21 across the globe manage to grow and still keep the  
22 beauty of their architectural heritage.

23           Why can't we do the same? Please do not sell  
24 us out as a city. Do not lower the bar for short money.  
25 San Francisco is far too special for that.

1           In closing, I would urge the Planning  
2 Department to seriously consider the metal shed reuse  
3 alternative drafted by city development wherein the  
4 developer would be adapted to the existing structures  
5 and, I feel, more accurately reflect our unique  
6 neighborhood's character and history. Thank you.

7           MS. MILLER: Good evening. My name is Ruth  
8 Miller. I respectfully urge the Planning Commission to  
9 acknowledge the limitations of the traffic data used in  
10 the Draft EIR, update and expand upon this data to  
11 include peak commute times, and project for the  
12 cumulative impacts that new and impending developments  
13 in this quickly growing area will bring, prioritize a  
14 Transit-first policy and ensure the provision of  
15 adequate public transportation before  
16 approving more large-scale projects in an area already  
17 plagued with traffic problems and limited public  
18 transportation, respect multiple area plan.

19           Recommendations to preserve  
20 buildings that provide continuity with past  
21 development and honor the natural topography of Potrero  
22 Hill south of 16th Street, consider the cumulative loss  
23 of artists and makers and repair spaces throughout the  
24 neighborhood and the city, and support an alternative  
25 proposal, one which re-purposes the industrial

1 structures, reduces the scale and density of the  
2 developer's proposal, and combines mixed use and  
3 pedestrian-friendly spaces with new construction for  
4 housing.

5           What the Draft EIR inelegantly  
6 identifies as the metal shed reuse alternative plan  
7 could, with some modifications, be a most elegant  
8 solution to a number of seemingly proposed aims of  
9 the developers and the community. Concerns about  
10 Traffic lack of open space, lack of adequate public  
11 transport and loss of artist and makers spaces could be  
12 addressed in combination with concerns about  
13 neighborhood history, character and community-friendly  
14 developments.

15           The industrial structures that make up  
16 the Corovan site constitute the sole remainder of what  
17 was once the largest steel production factory on the  
18 West Coast. The site holds a unique role in the city's  
19 history, one that would best be acknowledged through  
20 adaptive reuse of the metal structures. The structures  
21 provide the neighborhood with a surprising vestige of  
22 another era, as well as the texture and patina that can  
23 only be acquired over time and by not destroying all  
24 traces of the past.

25           I intreat the Planning Commission to continue 33

1 their commendable work with the community and the  
2 developers to thoughtfully optimize the site's unique  
3 potential. This entails updating traffic studies and  
4 other environmental data used in the Draft EIR,  
5 revisiting the considerations of historic integrity,  
6 acknowledging the need for a development that  
7 significantly lessens the density and height of the  
8 developer's outside's proposal.

9 The developer's proposal  
10 poses a grave threat to neighborhood congestion and  
11 encourages the slow creep of bland, boxy,  
12 profit-maximizing architecture. However, it's not too  
13 late to conclude many years of worth of dialogue,  
14 determination and outright disagreement with a rewarding  
15 compromise which balances sensitivity to the  
16 environment, the site's history and the community's  
17 future.

18 COMMISSIONER JOHNSON: Thank you.

19 MR. BOYD: Commissioners, thank you. My name  
20 is David Boyd. I live on Mariposa -- in a house between  
21 Mariposa and Texas, on Mariposa Street between Texas and  
22 Missouri, one block from the Corovan site. We are quite  
23 attuned to the inconveniences and disruptions that are  
24 associated with living in what's really becoming a  
25 construction zone, and very concerned about what happens<sub>34</sub>

1 after the construction is completed. As concerns the  
2 Corovan site, specifically, the project is simply as  
3 you've heard, in our opinion, as it's currently  
4 proposed, is simply too massive for that particular  
5 site, and everything nearby. Various problems that are  
6 addressed in the Draft EIR, especially traffic, as  
7 you've heard here, are acknowledged by everyone, but are  
8 said to be not amenable through remediation. This seems  
9 to me apparently nothing can be done as local residents  
10 are simply to suck it up and get on and deal with it.  
11 What you're hearing here, of course, and what I also  
12 support, as an alternative suggestion that is -- at  
13 least limits somewhat the scale of the project and  
14 reduces, potentially, some of these apparently  
15 intransigent issues.

16 So there is another option, and that is the  
17 metal shed reuse alternative, slightly smaller, retains  
18 at least assemblance of the historical spirit of the  
19 Potrero Hill, and incorporates modified elements into a  
20 new proposal, which many of us think is a good idea.

21 More importantly, perhaps, it avoids sort of  
22 the maximum application of the bulldozer, you know. We  
23 consider ourselves as residents of San Francisco -- I  
24 guess everybody does -- a progressive place to be. I  
25 personally think bulldozing is rarely progressive.

1           So I think you have a chance here to  
2     incorporate parts of this building, modified forms, and  
3     save some of the PDR space and really promote this  
4     aggressive compromise. Thanks.

5           PUBLIC SPEAKER: Good evening, Commissioners,  
6     I'm back again.

7           Without repeating a lot of things that  
8     everybody's said, I would just like to emphasize that  
9     the Draft EIR says that there are unavoidable,  
10    substantial impacts on the neighborhood, primarily  
11    traffic. You've heard it's backed up for blocks at  
12    certain times of the day, and also the spillover parking  
13    that's not going to be accommodated in the project.

14           The project as proposed -- I guess the  
15    developer's preferred option is way out scaled  
16    with the rest of the development in the neighborhood.  
17    And I would simply sum up my comments by supporting the  
18    metal shed reuse alternative. I think it makes a lot  
19    more sense, and although it won't mitigate all of the  
20    negative impacts that have been talked about this  
21    evening, it will certainly mitigate some of them. Thank  
22    you.

23           MR. AGORE: Good evening. My name is Vicente  
24    Agore and I live on Mississippi Street. I respectfully  
25    urge the Planning Commission to support the metal shed



1 Reuse alternative proposal and to acknowledge the  
2 limitations of the traffic data used in  
3 the Draft EIR.

4 As a resident, I walk this area with my  
5 dog every day during prime morning traffic hours, so any  
6 traffic calming measures that the Planning Commission  
7 can improve and implement immediately would be greatly  
8 appreciated. A dense development at the Corovan site  
9 would limit parking spots for its residents to foster  
10 pedestrian, bicycle and public transportation. Okay, so  
11 I can get that.

12 But as a city, if we want a  
13 transit-first policy, then why hasn't traffic safety for  
14 pedestrians and bicyclists been adequately addressed in  
15 the Draft EIR? If we are adding hundreds of residents  
16 to our neighborhood with the idea they'll use bicycles  
17 or public transit, then shouldn't pedestrian safety and  
18 transit options already be in place before we begin  
19 building yet another development?

20 The SFMTA's forecast for 16th, 17th and  
21 Mississippi Street intersection says the intersection  
22 will degrade to an "F" by 2035. Why doesn't the Draft  
23 EIR adequately address and mitigate these future  
24 impacts?

25 So a forecast is like a crystal ball,

1 right, where it can predict the future, except in this  
2 case we can change the future. If I knew that my family  
3 and friends were going to experience an epic fail in  
4 2035, I would do everything I could to change that  
5 future. And I would hope that the Planning Commission  
6 would do the same.

7 So the city is growing and changing,  
8 right, because of the tech industry. And so if our city  
9 is focused on the new and progressive, then shouldn't  
10 our decisions be based -- shouldn't our decisions be  
11 made on the newest information and data? Basing traffic  
12 decisions on the Mission Bay Environmental Impact  
13 Report, as it is in the Draft EIR, a study that is now  
14 17 years old, hardly seems very digital or high-tech. I  
15 mean, 17 years ago we were still using fax machines and  
16 listening to the Spice Girls on our Sony Walkmans.  
17 Well, some of us may have.

18 I believe that 17 years ago, also, that  
19 the Late Show with David Letterman was still a  
20 relatively new show. Just as Mr. Letterman has retired  
21 this year, I think it's time to retire this impact  
22 report and begin making decisions on new buildings and  
23 traffic in the Potrero Hill/Mission Bay area by using  
24 current data and future development in mind. Thank you.

25 COMMISSIONER JOHNSON. Thank you.

1 MR. ANOSOVICH: Good evening, Commissioners. My  
2 name is Philip Anosovich. I'm an architect, a member  
3 of the AIA, and I've lived on the Hill for 30 years.

4 The Potrero Hill neighborhood, as  
5 many neighborhoods in the city, finds itself inundated  
6 with new architecture. Change for the city is  
7 inevitable, but the quality of some of these buildings  
8 goes from boring blandness to mediocrity.

9 The architects involved in these projects are  
10 forced by the developers to create designs that  
11 they would really prefer not to do. The  
12 buildings are designed to maximize square footage with  
13 the maximum height limitation the only stopping point,  
14 Big, bulky buildings with sheer facades are the rule.  
15 To appease any local neighborhood groups, changes are  
16 very reluctantly made to soften the impact of these  
17 structures.

18 Another approach to urban design in San  
19 Francisco that has particular residents for this project  
20 at 16th and Mississippi Streets would be the creation of  
21 density limits. Based on factors such as neighborhood  
22 character, historic value and existing density, each  
23 neighborhood could be given a recommended density and  
24 also a maximum allowable density of housing units per  
25 acre. For a neighborhood like Potrero Hill, the

1 Planning Commission should consider the well known and  
2 successful Arkansas Lofts projects which has 63 units  
3 per acre. Perhaps a maximum of 65 dwelling units per  
4 acre could be used as a goal for the new limits.

5 It might also make sense to allow an increase  
6 of 20 percent to this number if the developers say it's  
7 all historic structures on-site, and also preserves and  
8 reuses a minimum of 50 percent of existing buildings on  
9 this site. Existing height limits would remain in  
10 effect.

11 If such density limits were established  
12 in sensitive and historic neighborhoods such as Potrero  
13 Hill, I think we would discover a resurgence of  
14 quality in architectural design in the city. Freed from  
15 the need to overbuild the projects, architects would no  
16 longer be forced to create monster-sized apartment  
17 buildings, and would find the task of rebuilding San  
18 Francisco much more rewarding. I know that the San  
19 Francisco Planning Commission is considering the  
20 creation of design guidelines. I believe density  
21 limits would be an excellent start.

22 COMMISSIONER JOHNSON: Thank you.

23 MR. ANOSOVICH: Thank you.

24 PUBLIC SPEAKER: Good evening. I don't want  
25 to be redundant of everyone speaking this evening,

1 so I'll just say that I want to address the traffic. I  
2 live two blocks from the madness. The traffic data used  
3 in the Draft EIR was collected on a single day in 2012,  
4 during the peak evening commute. The EIR does not  
5 consider data collected over a period of time where that  
6 includes the morning peak commute or a Giant's game.

7 The EIR also fails to consider cumulative  
8 impacts on traffic and parking from recent, present,  
9 imminent and long-range development projects. Since we  
10 were all here, you know, that night, two weeks ago,  
11 September 17th, I've taken it upon myself to document,  
12 every day, at different times of the day, the traffic  
13 congestion at the intersections of Mississippi Street  
14 and 16th and 17th Street, 17th and Mississippi, Mariposa  
15 and Pennsylvania Streets, and Mississippi and Mariposa  
16 Streets.

17 I have been e-mailing my daily traffic reports  
18 to Sarah Jones. Tonight I'm going to e-mail them all  
19 to you, each one of you. It's pretty compelling, and  
20 you're not really, probably, going to believe how  
21 unbelievable it is. It's actually -- it's really  
22 dangerous down there. I mean, Kaiser isn't even  
23 occupied yet. Most of the live 360 MB is unoccupied. I  
24 took a walk there this last Sunday, a long walk, and I  
25 spoke with some people that worked in the live MB, you 41

1 know, those complexes, those huge apartment complexes in  
2 Mission Bay. Mission Bay is two blocks from my house.  
3 It is -- it's -- it's unoccupied. The majority of  
4 Mission Bay is unoccupied. That intersection, I'm  
5 sending it to you every single day, different times of  
6 the day, and there -- it's quite compelling.

7           Someone has already mentioned the fact  
8 that the Golden State Warriors Event Center isn't even  
9 mentioned or wasn't addressed in the EIR. I just  
10 want to -- I'm the last person, so I will say I'll give  
11 you a quote. You can put down the book. You can avoid  
12 listening to bad music. But you cannot miss the ugly,  
13 towering block opposite your house. Renzo Piano.

14           COMMISSIONER JOHNSON: Okay. Thank you.

15           MS. CARPENELLY: Good evening, Commissioners.

16           My name is Janet Carpenelly. I  
17 actually live in Dogpatch, and I'm not going to make  
18 a particular comment, because the Dogpatch and the  
19 Potrero Hill, we like to defer to our neighbors closer  
20 to projects. We think they, you know, have the  
21 right to make opinions about what's going in to their  
22 neighborhood.

23           I'm just here today to say that I respect  
24 the developer, Josh, who's been in the neighborhood.  
25 He's been attending meetings and been part of the

1 Eastern Neighborhoods Planning for years. He's not  
2 been, like, flying in and flying out, like some  
3 developers. I think he wants to make a project that  
4 will be good for the neighborhood, and so I'm here,  
5 really just to vouch for his intent, and I hope that  
6 you'll make the best decision possible for the  
7 neighborhood. Thank you.

8 COMMISSIONER JOHNSON: Thank you.

9 MR. BOSS: Good evening. My name is Joe Boss,  
10 and I live in Dogpatch also. I've been involved with  
11 quite a few EIRs over the years, and they're never easy  
12 and simple. The fact is that I do believe that Josh has  
13 put together the best people he could to study the  
14 environmental impact. I'm not going to address the lack  
15 of real understanding of traffic in any of the studies  
16 within the last five years, because it is ever changing,  
17 and we don't really have a transit authority like MTA  
18 following through, because they don't have the money.

19 Not related to this, but I do serve  
20 on the Eastern Neighborhood CAC, and one of our biggest  
21 frustrations is when we started out with a pot of money,  
22 so to speak, you know, projected how much money, we also  
23 started out with a board of supervisors' mandated  
24 priority projects. So we started out about halfway down  
25 with the money that was going to come in.

1           Those priority projects were not necessarily to  
2 ease the current or then traffic deals. They were  
3 predicated on who had good friends in City Hall to say,  
4 "Well, yeah, this should be turned into a one-way; this  
5 should be a transit-only lane." I appreciate how that  
6 happens, because it's been happening for years. But the  
7 reality is we have not -- impact fees don't get close to  
8 covering the impacts.

9           Secondly, we're faced with, let's say, an  
10 administration that sees an endless source of funds from  
11 general tax and do not particularly devote any of them  
12 to the existing problems that we have. So we passed  
13 bond issues. There needs to be a whole overhaul. And I  
14 really respect you guys or gals for taking this one on.

15           But all said, Josh certainly has attended  
16 and helped the neighborhoods understand many projects,  
17 and is the kind of guy who's willing to say, okay -- of  
18 course, I'll get in trouble for this, probably, but 17th  
19 Street should be the east/west connector for transit,  
20 for bicycles, not 16th Street, not any of the others.  
21 So the big hurdle is, there's a track that runs right at  
22 the end of 17th Street before it gets to UCSF, if we  
23 could build just a pedestrian overpass. And I think we  
24 could get Josh to help with that. Thank you.

25           COMMISSIONER JOHNSON: Thank you.



1                   Is there any further public comment on the  
2 Draft EIR?

3                   Close public comment.

4                   Commissioner Antonini?

5                   COMMISSIONER ANTONINI: I think the Draft EIR  
6 well done. It presents alternatives and also presents  
7 alternatives that were rejected in addition to the  
8 saving of the shed alternative. There was a  
9 reduced-size alternative and, of course, the alternative  
10 that always is presented on the projects. So that's  
11 what we expect to see, and it's well done.

12                   I read the traffic, read the mitigations.  
13 I like what they say. However, there have been a lot of  
14 questions and, of course, comments and responses, I'm  
15 sure we'll get clarifications on those issues that were  
16 raised tonight.

17                   Also, it was clear on the zoning, and there  
18 is a UMU zone, and as we talked about earlier tonight  
19 when we talked about the whole eastern neighborhood  
20 zoning, there were delineations of areas that were more  
21 reserved for PDR use and other areas were designated UMU  
22 which were more appropriate for other uses, and there is  
23 no existing active PDR on the site.

24                   However, you know, I think much of it is very  
25 well done. There's been some comments about analyzing 45

1 the impacts of the Warrior's stadium. It's pretty hard  
2 to analyze something that isn't there yet, and I don't  
3 believe that that can be done in the existing EIR until  
4 we really know what the true impact will be.

5 And there is a very good page in terms of the  
6 report which basically talks about the existing  
7 buildings on the site, saying that only the small brick  
8 office building is one that is significant under  
9 Criteria One, and the other buildings don't have enough  
10 integrity to be associated with the Pacific Rolling  
11 Mills. So that's the opinion of one very notable  
12 historical firm that has analyzed this particular  
13 project. So, I appreciate all of the comments and  
14 certainly take them consideration.

15 COMMISSIONER JOHNSON: Commissioner Richards?

16 COMMISSIONER RICHARDS: A couple of things. It's  
17 interesting, because -- I don't want to come across  
18 saying this the wrong way. It's interesting because I  
19 grew up kind of in the area. I actually had the same  
20 developer doing a project out there. I had a different  
21 experience. Each neighborhood obviously has some  
22 differences. We have PDR space. We have lost gas  
23 stations like we have in the Mission, the new PDR space.  
24 But there are some parallels as well in it. I know  
25 there are some real issues here.

1           And we saw the Eastern Neighborhood review a  
2 little while ago and it is quite sobering. One of the  
3 questions, one of the thoughts I have that is rolling  
4 around in my mind, is the Eastern Neighborhoods.  
5 supervisor, I believe three of them, maybe four, we  
6 hear from a couple of supervisors in the other  
7 districts in the other southern areas. I  
8 would love to hear from the supervisor in this district  
9 around what the larger issues are, what that supervisor  
10 sees here moving forward with things that we talked  
11 about today. So I intend to at least call on that  
12 supervisor and chat with that  
13 person.

14           Specific to the EIR -- I'm sorry, that  
15 was just a bit of a tangent. A question I have about  
16 the metal sheds, is here we have two historic reports,  
17 one from Ms. Petrin and one from Mr. Meyer, as well.  
18 Is it historic? Is it not historic?

19           It is dueling opinions. I don't know. The  
20 HPC apparently at one time thought it was historic and  
21 they removed it from the historic -- can anybody comment  
22 on how that all happened? Mr. Plank? Veteran? Staff?

23           COMMISSIONER JOHNSON: Excuse me, this is a  
24 comment to the Draft EIR.

25           COMMISSIONER RICHARDS: Oh, I'm sorry. Thank<sub>47</sub>

1 you.

2 I'm not a trained preservation site -- I  
3 like preservation. It's hard for us to get two  
4 different opinions and it kind of just bothers me a  
5 little bit.

6 The loss of PDR we heard before wasn't  
7 supposed to be replaced in eastern neighborhoods. There  
8 was a statement regarding considerations in the planned  
9 EIR on that. It does worry me overall. Looking at  
10 this site, looking at all of the other sites  
11 cumulatively it does concern me a bit.

12 There was a question about the  
13 feasibility and infeasibility justification, I guess  
14 economically. Somebody brought that issue up saying  
15 there was a case somewhere that somebody had to prove it  
16 was not feasible or infeasible. That's a provocative  
17 statement that was mentioned, and I don't know what the  
18 case law is on that. So I would love to hear -- we have  
19 these kinds of things come up quite frequently, and -- I  
20 know there's a point somewhere that is feasible -- there  
21 is no way to really prove that you kind of go from gut  
22 feel, based on the number of units that are reduced.

23 The traffic data, a lot's happened  
24 since 2012. It's happened very quickly. I do share  
25 some concerns around the year that was used.

1 We have the Warriors' arena coming. We don't have the  
2 arena built yet. We have an EIR here. We have the  
3 EIR probably floating around for other things, too.

4 What is the voice when you have two  
5 EIRs that are actually happening kind of at the same  
6 time? How does one inform the other -- I'm actually  
7 kind of tired -- that is also a concern for  
8 me. That is the only other comments I have on the EIR  
9 itself.

10 COMMISSIONER JOHNSON: Thank you. Just, I'll  
11 make a few quick comments on the EIR, follow up on the  
12 comments. I'll say to the public in case you're looking  
13 at the cover of the printed EIR, those dates have since  
14 been adjusted. Written comments will be accepted  
15 through 5:00 p.m. October 5th for those of you that are  
16 writing comments.

17 I just want -- I want to keep it real  
18 specific to the language of the EIR. I think the first  
19 big issue that I want to bring up and see reflected in  
20 the record is I'm concerned that the inclusion of the  
21 metal shed reuse alternative doesn't really meet the  
22 CEQA rule of reason. It's pretty open-ended. But one  
23 of the things that the rule of reason does talk about is  
24 that it says that you want to choose alternatives that  
25 can form the public participation and the discussion of 49

1 the decision-making body, so the commission, the board  
2 of supervisors;

3 And part of that -- part of that way that way  
4 that you do that is by looking somewhat at feasibility,  
5 which can be determined in a number of different ways.

6 And I think including an alternative that you  
7 can argue about the reasons, but that the project's  
8 sponsor who is sponsoring what we are  
9 considering the quote, unquote, project, the purposes of  
10 CEQA, has said that the project is financially  
11 infeasible, but yet we've included it anyways. And I  
12 think it skews the informed public participation and the  
13 discussion that the commission has around alternatives  
14 for the project. I think it skews the conversation  
15 around what is the environmentally superior alternative,  
16 and I even think it screws which alternatives were not  
17 analyzed in detail in the EIR. So I would like to have  
18 a little bit more of an explanation as to why that  
19 alternative was included, and how it sort of meets that  
20 sort of CEQA rule of reason.

21 I also want to point out that I saw some  
22 inconsistencies in the interpretation of a couple of  
23 different things. The first was the interpretation and  
24 the use of the statement of overriding considerations on  
25 the loss of PDR space. In certain areas we had language<sub>50</sub>

1 that makes it sound like we are saying that the loss of  
2 PDR space is an impact, even though we have the  
3 statement of overriding consideration that says we are  
4 accepting that loss. And then there are other parts  
5 where we say loss of PDR is not an impact for the same,  
6 exact reason, because we have the statement of  
7 overriding considerations that says that we are  
8 previously, as part of the plan area, accepting loss of  
9 PDR space. So the loss of PDR space in any given  
10 project, a cumulative loss of PDR space, isn't an impact  
11 because we are saying we accepted it already. So I  
12 would just like to see some consistency on how we are  
13 interpreting and using that statement of overriding  
14 considerations.

15 The final point I want to make about the  
16 EIR is about mitigations. There were some for transit,  
17 and I think there were a couple of others that are less  
18 impactful, but we have some significant, unavoidable  
19 transit impacts, as an example, and I don't think that  
20 we're consistent on using the facts on the ground of  
21 feasibility of those mitigations on the -- on their use  
22 and their ability to reduce the impacts of significantly  
23 unavoidable impacts. So in some cases, we say that  
24 there are significant unavoidable impacts and there are  
25 mitigations, but they're not going to be able to

1 be analyzed to be able to reduce those impacts because  
2 they are unfeasible. Either they cost too much or the  
3 MTA has indicated that they will not approve them. And  
4 so even though there is a mitigation that could, in the,  
5 universe exist, we're not going to analyze that as a  
6 mitigation for an impact because the facts in the ground  
7 suggests it is not a feasible mitigation.

8 In other areas, even though we have the  
9 same case --- I'm looking at the reduced developmental  
10 alternative. We have similar traffic, significant  
11 unavoidable impacts, but we're saying that the  
12 mitigations that are there, even though funding has not  
13 been identified and presumably there's also potential  
14 issues with the MTA approving those, we are saying that  
15 those can be used as mitigation against significant  
16 unavoidable impacts.

17 So I would just like to see consistency or  
18 a description of why those are not inconsistent  
19 statements. I would like to see consistency in how we  
20 are using the facts in the ground about whether the  
21 mitigations are feasible and whether or not they  
22 actually reduce the impacts and could be used in  
23 mitigation. So thank you.

24 I didn't have much issue with any of the  
25 actual data on the ground that was used for many of the 52



1 -- many of the items that were looked at in different  
2 sections of the EIR, and I will also be submitting some  
3 written comments.

4 Commissioner Moore?

5 COMMISSIONER MOORE: Regarding the EIR, there's a  
6 question of density height and will form the mandate of  
7 the 2008 Eastern Neighborhood Plan is for complete  
8 neighborhoods consideration for appropriate density to  
9 match the existing development.

10 Potrero Hill, the Hill, is on a hill, which is  
11 always a different kind of density in a different kind  
12 of Urban form. The DEIR should include a reduced  
13 density alternative or a hybrid of a reduced  
14 alternative together with the retention of some form of  
15 shed PDR space.

16 The monotonous use of over-residential  
17 in this part of Potrero Hill is of concern to me. UMU  
18 implies urban mixed use, and we are packing significant  
19 high numbers of housing into one area which almost makes  
20 a field density and urban forms of Mission Bay are  
21 spilling underneath the freeway, up the hill, and that  
22 is of concern to me.

23 I do believe that the project, just by the  
24 demand of the complete neighborhoods, should take on a  
25 more broken down, smaller, incremental scale rather than<sub>53</sub>

1 creating these oversized blocks, which I think we will  
2 regret in the future, as they do not distinguish our  
3 institutional neighborhoods like Mission Bay from our  
4 residential neighborhoods. And I'm not talking just  
5 about densification. I'm talking about the way  
6 densification is achieved. There is EIR for the extent  
7 we are replacing 100,000 square feet of PDR primarily by  
8 housing.

9           The issue we have not addressed to  
10 restate my form, is what is the mixed use? That is also  
11 a significantly Town Square neighborhood, Commercial  
12 Street forming element which we sometimes talk about but  
13 there is no provision of that discussion. It has an  
14 independent impact element for this transformation. I  
15 would agree that we heard an impressive discussion today  
16 about growth in public transit. There were many ideas  
17 which should somehow find a ribbon into this EIR. There  
18 was a discussion about loss of production, distribution  
19 and repair that should also be threading into the EIR.  
20 And most and foremost, I think, via discussion about  
21 parks, recreation and open space which had quite of bit  
22 of review today as we are on the previous agenda item,  
23 should be properly reflected in the way the EIR responds  
24 to it. Those are data which were new to me, which in  
25 the detail that I saw them described today should find

1 a way to be mirrored in what these questions  
2 are and which are perhaps not fully answered.

3 COMMISSIONER JOHNSON: Commissioner Richards?

4 COMMISSIONER RICHARDS: Last comment. Very well  
5 put, Commissioner Johnson, on the confusion around the  
6 PDR, seeing that there was significant impact that it  
7 was mitigated by overriding considerations, I would .  
8 like to see more consistency there. It really did  
9 confuse me.

10 COMMISSIONER JOHNSON: Commissioner Moore?

11 COMMISSIONER MOORE: Since we had three or  
12 four experts actually speaking to the different  
13 Interpretation of historic preservation as it deals with  
14 metal sheds, I do believe that historic preservation,  
15 like anything else, is an area of expertise and of  
16 varying opinions, and I would strongly urge that this  
17 EIR takes this issue further.

18 One opinion can not form all of the truth  
19 encompassing truth of what a historic preservation  
20 should look at for the site. So I think  
21 the more elaborated historic metal shed alternative, I  
22 think, is desired for us to make an informed decision  
23 as we're looking at the final EIR.

24 COMMISSIONER JOHNSON: Commissioner Antonini?

25 COMMISSIONER ANTONINI: Yeah, I think part of this 55

1 question about the PDR was answered earlier today when  
2 we talked about eastern. Neighborhoods. And after ten  
3 years of extensive discussions between all stakeholders  
4 it was sort of decided this area that had previously all  
5 been industrial and zoned M, half of it was zoned UMU  
6 and other zoned uses that would be non-PDR areas and  
7 other areas that were reserved just for PDR. And I  
8 think that's one reason why, depending on how the zoning  
9 is, why we can have overriding circumstances, if the  
10 zoning was such that other uses were encouraged while  
11 it's not outlawing PDR use entirely.

12 So, I think we have to, kind of  
13 look to PDR where PDR was zoned during the Eastern  
14 Neighborhood's plan. And we have some core PDR areas  
15 that are largely under-utilized further south in the  
16 city. So, this probably may, to some degree, explain  
17 how there can be somewhat of a conflict in the language  
18 that we're using.

19 THE CLERK: Thank you, Commissioners. If  
20 there's nothing further, we will place this under public  
21 comment, for which I have no speaker cards.

22 COMMISSIONER JOHNSON: I have one speaker card.  
23 Milo Warner? General public comment? Okay, I guess he.  
24 is not here. We are adjourned. '

25 ----oOo----

1 STATE OF CALIFORNIA  
2 COUNTY OF ALAMEDA

3  
4  
5  
6 I, Jill Anne Stephenson, certify that the above  
7 transcript was performed under my direction and  
8 finalized by me;

9  
10  
11  
12 I further certify that I am a disinterested, neutral  
13 party, and this transcript has been prepared to the best  
14 of my ability.

15  
16  
17  
18  
19 Dated this 22 day of October, 2015

20  
21  
22  
23 \_\_\_\_\_  
24 Jill Anne Stephenson

25 CSR 8563

## **Appendix C:**

# **Technical Memo: Analysis of Traffic Volumes Based on Updated Counts**

TO THE

## **Responses to Comments**

### **901 16<sup>th</sup> Street and 1200 17<sup>th</sup> Street Project**

PLANNING DEPARTMENT  
CASE NO. 2011.1300E

STATE CLEARINGHOUSE NO. 2015022048



**SAN FRANCISCO  
PLANNING  
DEPARTMENT**

Written comments should be sent to:  
Sarah B. Jones Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103  
or [Sarah.B.Jones@sfgov.org](mailto:Sarah.B.Jones@sfgov.org)



## MEMORANDUM

TO: Wade Wietgreffe, SF Planning Department  
Christopher Thomas, SF Planning Department

FROM: Josh Pilachowski, DKS Associates

DATE: January 12, 2016

SUBJECT: 901 16th Street/1200 17th Street Project —Analysis of Traffic Volumes based on updated counts  
Case No. 2011.1300! P 14089-000

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### Introduction

This memorandum documents additional PM peak hour traffic counts collected on November 3, 2015. This collection was performed for the purpose of determining if and any significant changes have occurred in travel patterns or traffic volumes in the study area since the original data collection used in the Draft EIR (DEIR) for the Proposed Project located at 901 16th Street/1200 17th Street. The traffic volumes are compared with the PM peak hour as collected<sup>1</sup> for the Proposed Project as presented in the *901 16<sup>th</sup> Street/1200 17<sup>th</sup> Street Potrero Partners, LLC Residential Project Transportation Impact Study (TIS), October 2014*, available for public review at the SF Planning Department as part of Case Number 2011.1300E and with the more recent volumes collected for the *UCSF 2014 Long Range Development Plan (LRDP) Transportation Impact Study, August 2014*, also available for public review at the SF Planning Department. The PM peak hour Existing plus Project LOS analysis was redone at representative study intersections to check the findings in the TIS/DEIR analysis.

### Selection of Representative Study Intersections

In order to determine if any significant changes have occurred in travel patterns or traffic volumes in the study area, the focus of this data collection is the intersections identified to have impacts in the DEIR as well as intersections that may be affected by additional traffic related to the recently opened UCSF Medical Center as Mission Bay east of the Project site and I-280. As a result, new turning-movement volume counts were collected at the following intersections:

- 7<sup>th</sup>/16<sup>th</sup>/Mississippi Street
- 17<sup>th</sup> Street and Mississippi Street
- Mariposa Street and I-280 Southbound On-Ramp
- Mariposa Street and Pennsylvania Street
- Mariposa Street and Mississippi Street

The turning movement count data are included in **Appendix A**.

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<sup>1</sup> Data collected July 18, 2012 and July 17, 2014.



## Comparison of PM Peak Hour Traffic Volumes

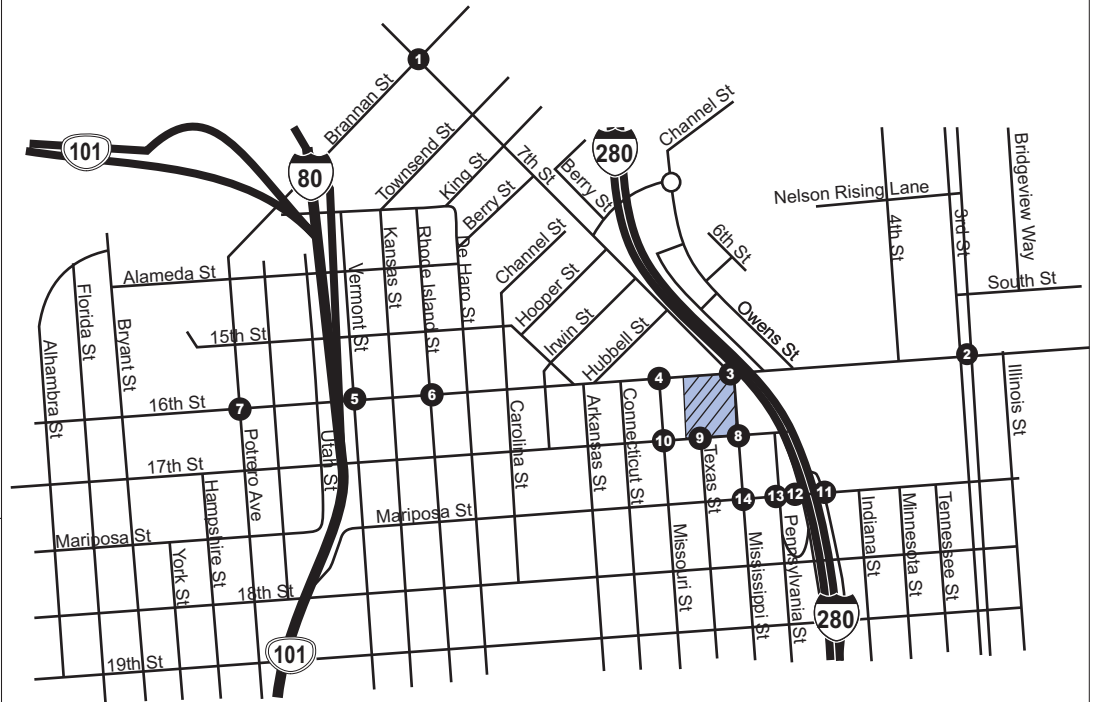
The updated PM turning-movement volumes counts are shown with the original counts used in the DEIR in **Figure 1**<sup>2</sup>. A summary of the comparison for each intersection is included in **Table 1-5** and an overall summary is given in **Table 6**. Based on the study intersections included in the UCSF LRDP TIS, only 7<sup>th</sup>/16<sup>th</sup>/Mississippi Street and Mariposa Street and I-280 Southbound On-Ramp have 2013 comparisons.

While several movements showed growth, only the intersection of 7<sup>th</sup>/16<sup>th</sup>/Mississippi Street showed any (6%) growth in overall volume, mainly because of an increase to east and west through traffic along 16<sup>th</sup> Street. This reverses the 4% reduction in volume seen in the UCSF LRDP EIR. This is also seen at the intersection of Mariposa Street and I-280 Southbound On-Ramp, which does not show any growth as compared to the DEIR, but also shows a similar 10% increase over the volumes seen in the UCSF LRDP EIR, mainly from a large increase to westbound through volumes. Both of these increases can potentially be attributed to an increase in trips with an origin and a destination at the newly opened UCSF Medical Center at Mission Bay.

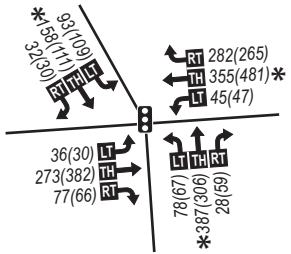
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<sup>2</sup> As counts are taken over a two-hour period to determine the peak hour for each intersection, volumes may not match between adjacent intersections.

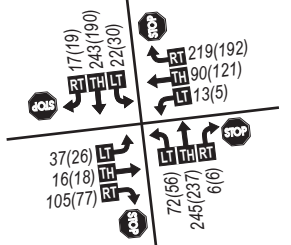




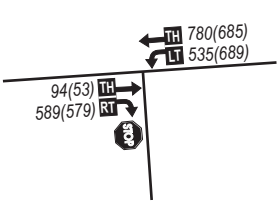
3. 16th St. @ Mississippi St/7th St.



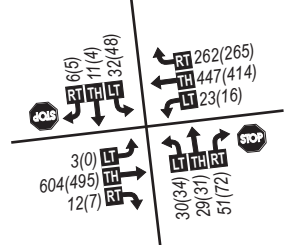
8. 17th St. @ Mississippi St.



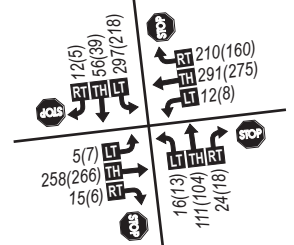
12. Mariposa St. @ I-280 SB on-ramp



13. Mariposa St. @ Pennsylvania St.



14. Mariposa St. @ Mississippi St.



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**LEGEND**

- 1 - Study Intersection
- STOP - Stop Sign
- Traffic Signal
- Project Site
- 2013(2015) - PM Peak Hour Traffic Volume
- LT TH RT - Volume Turn Movement
- Left•Thru•Right
- \* - Critical Movement



Figure 5

# EXISTING PM PEAK HOUR TRAFFIC VOLUMES



*Table 1 – Comparison of PM Peak Hour Turning Movement Volume for 7th/16th/Mississippi Street*

| Source of Counts                             | 7th/16th/Mississippi Street - PM Peak Hour |         |       |      |         |       |      |         |       |      |         |       | Total |
|--|--|---------|-------|------|---------|-------|------|---------|-------|------|---------|-------|-------|
|  | NB   |         |       | SB   |         |       | EB   |         |       | WB   |         |       |       |
|  | Left                                       | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |       |
| 901 16 <sup>th</sup> Street DEIR (July 2012) | 78   | 387     | 28    | 93   | 158     | 32    | 36   | 273     | 77    | 45   | 355     | 282   | 1844  |
| UCSF LRDP (May 2013)                         | 71   | 329     | 38    | 69   | 138     | 35    | 47   | 299     | 75    | 58   | 320     | 290   | 1769  |
| Updated Counts (November 2015)               | 67   | 306     | 59    | 109  | 111     | 30    | 30   | 382     | 66    | 47   | 481     | 265   | 1953  |
| Change from 2012 to 2013                     |  |         |       |      |         |       |      |         |       |      |         |       | -4%   |
| Change from 2012 to 2015                     |  |         |       |      |         |       |      |         |       |      |         |       | 6%    |

*Table 2 – Comparison of PM Peak Hour Turning Movement Volume for 17th Street and Mississippi Street*

| Source of Counts                             | 17th Street and Mississippi Street - PM Peak Hour |         |       |      |         |       |      |         |       |      |         |       | Total |
|--|---|---------|-------|------|---------|-------|------|---------|-------|------|---------|-------|-------|
|  | NB  |         |       | SB   |         |       | EB   |         |       | WB   |         |       |       |
|  | Left  | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |       |
| 901 16 <sup>th</sup> Street DEIR (July 2012) | 72  | 245     | 6     | 22   | 243     | 17    | 37   | 16      | 105   | 13   | 90      | 219   | 1085  |
| Updated Counts (November 2015)               | 56  | 237     | 6     | 30   | 190     | 19    | 26   | 18      | 77    | 5    | 121     | 192   | 977   |
| Change from 2012 to 2015                     |   |         |       |      |         |       |      |         |       |      |         |       | -10%  |

*Table 3 – Comparison of PM Peak Hour Turning Movement Volume for Mariposa Street and I-280 Southbound On-Ramp*

| Source of Counts                             | Mariposa Street and I-280 Southbound On-Ramp - PM Peak Hour |         |       |      |         |       |      |         |       |      |         |       | Total |
|--|---|---------|-------|------|---------|-------|------|---------|-------|------|---------|-------|-------|
|  | NB  |         |       | SB   |         |       | EB   |         |       | WB   |         |       |       |
|  | Left  | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |       |
| 901 16 <sup>th</sup> Street DEIR (July 2012) | -   | -       | -     | -    | -       | -     | -    | 94      | 589   | 535  | 780     | -     | 1998  |
| UCSF LRDP (May 2013)                         | -   | -       | -     | -    | -       | -     | -    | 86      | 596   | 489  | 632     | -     | 1803  |
| Updated Counts (November 2015)               | -   | -       | -     | -    | -       | -     | -    | 53      | 579   | 689  | 685     | -     | 2006  |
| Change from 2012 to 2013                     |   |         |       |      |         |       |      |         |       |      |         |       | -10%  |
| Change from 2012 to 2015                     |   |         |       |      |         |       |      |         |       |      |         |       | 0%    |



**Table 4 – Comparison of PM Peak Hour Turning Movement Volume for Mariposa Street and Pennsylvania Street**

| Source of Counts                             | Mariposa Street and Pennsylvania Street - PM Peak Hour |         |       |      |         |       |      |         |       |      |         |       | Total |
|--|--|---------|-------|------|---------|-------|------|---------|-------|------|---------|-------|-------|
|  | NB   |         |       | SB   |         |       | EB   |         |       | WB   |         |       |       |
|  | Left   | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |       |
| 901 16 <sup>th</sup> Street DEIR (July 2012) | 30   | 29      | 51    | 32   | 11      | 6     | 3    | 604     | 12    | 23   | 447     | 262   | 1510  |
| Updated Counts (November 2015)               | 34   | 31      | 72    | 48   | 4       | 5     | 0    | 495     | 7     | 16   | 414     | 265   | 1391  |
| Change from 2012 to 2015                     |  |         |       |      |         |       |      |         |       |      |         |       | -8%   |

**Table 5 – Comparison of PM Peak Hour Turning Movement Volume for Mariposa Street and Mississippi Street**

| Source of Counts                             | Mariposa Street and Mississippi Street - PM Peak Hour |         |       |      |         |       |      |         |       |      |         |       | Total |
|--|---|---------|-------|------|---------|-------|------|---------|-------|------|---------|-------|-------|
|  | NB  |         |       | SB   |         |       | EB   |         |       | WB   |         |       |       |
|  | Left  | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |       |
| 901 16 <sup>th</sup> Street DEIR (July 2012) | 16  | 111     | 24    | 297  | 56      | 12    | 5    | 258     | 15    | 12   | 291     | 210   | 1307  |
| Updated Counts (November 2015)               | 13  | 104     | 18    | 218  | 39      | 5     | 7    | 266     | 6     | 8    | 275     | 160   | 1119  |
| Change from 2012 to 2015                     |   |         |       |      |         |       |      |         |       |      |         |       | -14%  |

**Table 6 – Comparison of Intersection Total Volume Counts (2012 vs. 2015)**

| Intersection                                 | 2012 | 2015 | % Change |
|--|------|------|----------|
| 7th/16th/Mississippi Street                  | 1844 | 1953 | 6%       |
| 17th Street and Mississippi Street           | 1085 | 977  | -10%     |
| Mariposa Street and I-280 Southbound On-Ramp | 1998 | 2006 | 0%       |
| Mariposa Street and Pennsylvania Street      | 1510 | 1391 | -8%      |
| Mariposa Street and Mississippi Street       | 1307 | 1119 | -14%     |



## Level of Service Analysis

Intersection LOS analysis was performed on the five representative intersections. This analysis was performed for the following conditions:

- Existing conditions: PM 2012 & 2015
- Existing plus project conditions: PM 2012 & 2015

**Table 7** displays the average delays and levels of service for the four representative intersections during the AM peak hour. Level of Service worksheets for the 2015 analysis are provided in **Appendix B**.

**Table 7 – Existing and Existing Plus Project Intersection Level of Service Conditions**

| #  | Intersection Name                            | Control      | Existing Conditions PM peak hour |                    |                            |                    | Existing Plus Project Conditions PM peak hour |                    |                            |                    |
|----|--|--------------|----------------------------------|--------------------|----------------------------|--------------------|---|--------------------|----------------------------|--------------------|
|    |  |              | 2012                             |                    | 2015                       |                    | 2012  |                    | 2015                       |                    |
|    |  |              | Average Delay <sup>a</sup>       | LOS <sup>b,c</sup> | Average Delay <sup>a</sup> | LOS <sup>b,c</sup> | Average Delay <sup>a</sup>                    | LOS <sup>b,c</sup> | Average Delay <sup>a</sup> | LOS <sup>b,c</sup> |
| 3  | 7th/16th/Mississippi Street                  | Signalized   | 31.0                             | C                  | 28.2                       | C                  | 43.6  | D                  | 42.9                       | D                  |
| 8  | 17th Street and Mississippi Street           | Unsignalized | 17.1                             | C (NB)             | 14.3                       | B (NB)             | >50   | <b>F (SB)</b>      | 30.1                       | D (NB)             |
| 12 | Mariposa Street and I-280 Southbound On-Ramp | Unsignalized | >50                              | <b>F (EB)</b>      | >50                        | <b>F (EB)</b>      | >50   | <b>F (EB)</b>      | >50                        | <b>F (EB)</b>      |
| 13 | Mariposa Street and Pennsylvania Street      | Unsignalized | >50                              | <b>F (SB)</b>      | >50                        | <b>F (SB)</b>      | >50   | <b>F (SB)</b>      | >50                        | <b>F (SB)</b>      |
| 14 | Mariposa Street and Mississippi Street       | Unsignalized | >50                              | <b>F (WB)</b>      | 22.6                       | C (WB)             | >50   | <b>F (WB)</b>      | 45.5                       | <b>E (WB)</b>      |

**Source:** DKS Associates

**Notes:** a. Delay is in seconds per vehicle and is based on average stopped delay.

b. LOS = Level of Service, **BOLD** signifies an intersection or operating below the LOS standard

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

The changes to the intersection turning-movement volumes do not result in any change of impact. For the following intersections there is no change to LOS between the 2012 and 2015 analysis:

- 7<sup>th</sup>/16<sup>th</sup>/Mississippi Street
- Mariposa Street and I-280 Southbound On-Ramp
- Mariposa Street and Pennsylvania Street

The intersection of Mariposa Street and Mississippi Street is shown to be operating better than the LOS standard (LOS D) utilizing 2015 traffic counts. This is primarily as a result of a reduction in westbound volumes as compared to the counts collected in 2012. While the Project causes this intersection to



operate at LOS E resulting in a potential impact, this impact was previously identified with the DEIR analysis.

The intersection of 17<sup>th</sup> Street and Mississippi Street is shown to be operating better than the LOS standard (LOS D) utilizing 2015 traffic counts. This is primarily as a result of a reduction in northbound and southbound volumes as compared to the counts collected in 2012. The DEIR shows this intersection to have an impact and therefore the updated counts show this intersection has improved in comparison to the DEIR analysis.

### **Cumulative Condition Analysis**

The 2025 Cumulative Conditions traffic volumes used in the Draft EIR were developed from the existing and cumulative intersection turning movement volumes for the *Eastern Neighborhoods Rezoning and Area Plans EIR*. The annual percent growth rate for intersection turning movement volumes between the existing and cumulative conditions analysis years for the plan was determined to be 3.2%. That annual percent growth rate was then applied to the observed 2012 turning movement volumes to determine the 2025 Cumulative Conditions turning movement volumes. Because the percent growth rate is based on an existing plan, it has not changed, and any change to the Existing Condition turning movement volumes will cause a similar but reduced change to the 2025 Cumulative Conditions turning movement volumes because the growth rate will be applied only over the 10 year horizon between the most recent counts and the 2025 Cumulative year instead of the 13 years applied in the Draft EIR based on 2012 counts. As a result, the following effect on 2025 Cumulative Condition impacts can be interpolated:

#### ***7th/16th/Mississippi Street***

**Table 1** shows six percent traffic volume growth for the intersection of 7th/16th/Mississippi Street. Adjusted for two fewer years of growth, the Cumulative Condition volumes would be expected to shrink by about 3.5%. The intersection was identified to be operating worse than the LOS standard under the Cumulative Condition and have a significant (19%) Project contribution. The minimal reduction to Cumulative volume would not be expected to reduce the project contribution to a less than significant level.

#### ***17th Street and Mississippi Street***

**Table 2** shows a ten percent reduction in traffic volumes for the intersection of 17th Street and Mississippi Street which is equivalent to a 18% reduction in Cumulative Condition volumes. The intersection was identified to have a significant impact under the Cumulative Condition based on having a significant Existing Plus Project impact and as a result, there would be no expected change to significant impacts based on changes to Cumulative Condition volumes.

#### ***Mariposa Street and I-280 Southbound On-Ramp***

**Table 3** shows no traffic volume growth for the intersection of Mariposa Street and I-280 Southbound On-Ramp which is equivalent to a nine percent reduction in Cumulative Condition volumes. Under Cumulative Conditions the intersection is operating within the LOS standard. Therefore, a reduction in Cumulative Condition volume would not be expected to result in any significant impact.



***Mariposa Street and Pennsylvania Street***

**Table 4** shows an eight percent reduction in traffic volumes for the intersection of Mariposa Street and Pennsylvania Street which is equivalent to a 16% reduction in Cumulative Condition volumes. The intersection was identified to have a significant impact under the Cumulative Condition based on having a significant Existing Plus Project impact and as a result, there would be no expected change to significant impacts based on changes to Cumulative Condition volumes.

***Mariposa Street and Mississippi Street***

**Table 5** shows a 14 percent reduction in traffic volumes for the intersection of Mariposa Street and Mississippi Street which is equivalent to a 22% reduction in Cumulative Condition volumes. The intersection was identified to have a significant impact under the Cumulative Condition based on having a significant Existing Plus Project impact and as a result, there would be no expected change to significant impacts based on changes to Cumulative Condition volumes.



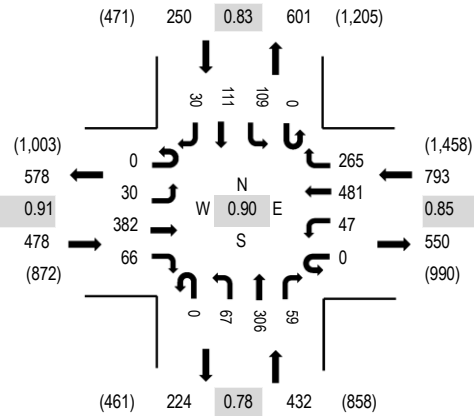
# APPENDIX A – INTERSECTION TURNING MOVEMENT DATA



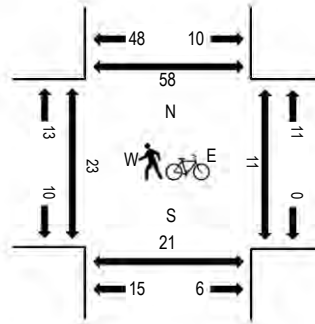
(303) 216-2439  
www.alltrafficdata.net

Location: 1 MISSISSIPPI ST & 16TH ST PM  
Date and Start Time: Tuesday, November 3, 2015  
Peak Hour: 04:45 PM - 05:45 PM  
Peak 15-Minutes: 05:00 PM - 05:15 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

| Interval<br>Start Time | 16TH ST Eastbound |      |      |       | 16TH ST Westbound |      |      |       | MISSISSIPPI ST Northbound |      |      |       | 7TH ST Southbound |      |      |       | Total | Rolling Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------|------|------|-------|-------------------|------|------|-------|---------------------------|------|------|-------|-------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
|                        | U-Turn            | Left | Thru | Right | U-Turn            | Left | Thru | Right | U-Turn                    | Left | Thru | Right | U-Turn            | Left | Thru | Right |       |              | West                 | East | South | North |
| 4:00:00 PM             | 0                 | 11   | 67   | 21    | 0                 | 17   | 67   | 65    | 0                         | 11   | 87   | 11    | 0                 | 27   | 29   | 4     | 417   | 1,732        | 2                    | 1    | 4     | 15    |
| 4:15:00 PM             | 0                 | 4    | 66   | 20    | 0                 | 13   | 79   | 71    | 0                         | 11   | 84   | 14    | 0                 | 21   | 30   | 7     | 420   | 1,860        | 11                   | 2    | 11    | 8     |
| 4:30:00 PM             | 0                 | 2    | 80   | 13    | 0                 | 10   | 113  | 75    | 0                         | 14   | 94   | 18    | 0                 | 18   | 35   | 5     | 477   | 1,929        | 4                    | 1    | 3     | 15    |
| 4:45:00 PM             | 0                 | 11   | 80   | 12    | 0                 | 11   | 99   | 56    | 0                         | 12   | 76   | 11    | 0                 | 22   | 24   | 4     | 418   | 1,953        | 2                    | 0    | 5     | 15    |
| 5:00:00 PM             | 0                 | 9    | 88   | 18    | 0                 | 15   | 144  | 74    | 0                         | 21   | 94   | 23    | 0                 | 27   | 26   | 6     | 545   | 1,927        | 8                    | 0    | 3     | 17    |
| 5:15:00 PM             | 0                 | 4    | 103  | 21    | 0                 | 9    | 115  | 74    | 0                         | 15   | 69   | 13    | 0                 | 28   | 25   | 13    | 489   |              | 6                    | 1    | 2     | 13    |
| 5:30:00 PM             | 0                 | 6    | 111  | 15    | 0                 | 12   | 123  | 61    | 0                         | 19   | 67   | 12    | 0                 | 32   | 36   | 7     | 501   |              | 6                    | 1    | 11    | 10    |
| 5:45:00 PM             | 0                 | 4    | 89   | 17    | 0                 | 13   | 93   | 49    | 0                         | 17   | 58   | 7     | 0                 | 22   | 19   | 4     | 392   |              | 5                    | 0    | 3     | 12    |

**Peak Rolling Hour Flow Rates**

| Vehicle Type       | Eastbound |      |      |       | Westbound |      |      |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 1    | 0     | 0         | 0    | 1    | 2     | 0          | 0    | 0    | 1     | 0          | 1    | 0    | 0     | 6     |
| Lights             | 0         | 29   | 356  | 66    | 0         | 47   | 462  | 251   | 0          | 67   | 300  | 57    | 0          | 99   | 110  | 29    | 1,873 |
| Mediums            | 0         | 1    | 25   | 0     | 0         | 0    | 18   | 12    | 0          | 0    | 6    | 1     | 0          | 9    | 1    | 1     | 74    |
| Total              | 0         | 30   | 382  | 66    | 0         | 47   | 481  | 265   | 0          | 67   | 306  | 59    | 0          | 109  | 111  | 30    | 1,953 |

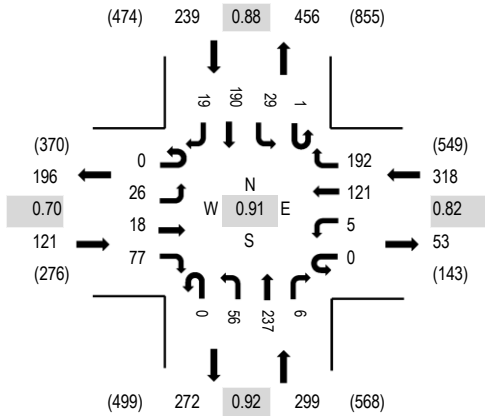




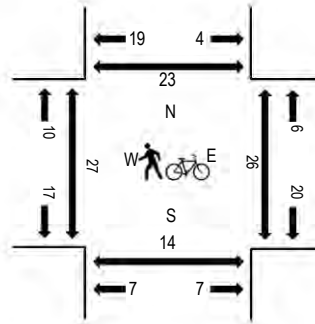
(303) 216-2439  
www.alltrafficdata.net

Location: 2 MISSISSIPPI ST & 17TH ST PM  
Date and Start Time: Tuesday, November 3, 2015  
Peak Hour: 04:00 PM - 05:00 PM  
Peak 15-Minutes: 04:30 PM - 04:45 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

| Interval<br>Start Time | 17TH ST Eastbound |      |      |       | 17TH ST Westbound |      |      |       | MISSISSIPPI ST Northbound |      |      |       | MISSISSIPPI ST Southbound |      |      |       | Total | Rolling Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------|------|------|-------|-------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
|                        | U-Turn            | Left | Thru | Right | U-Turn            | Left | Thru | Right | U-Turn                    | Left | Thru | Right | U-Turn                    | Left | Thru | Right |       |              | West                 | East | South | North |
| 4:00:00 PM             | 0                 | 7    | 1    | 19    | 0                 | 0    | 36   | 61    | 0                         | 12   | 51   | 1     | 0                         | 4    | 59   | 5     | 256   | 977          | 4                    | 3    | 1     | 3     |
| 4:15:00 PM             | 0                 | 6    | 7    | 15    | 0                 | 3    | 30   | 41    | 0                         | 13   | 61   | 4     | 0                         | 11   | 42   | 6     | 239   | 976          | 8                    | 9    | 9     | 6     |
| 4:30:00 PM             | 0                 | 9    | 8    | 26    | 0                 | 2    | 29   | 52    | 0                         | 15   | 61   | 0     | 1                         | 9    | 53   | 2     | 267   | 966          | 6                    | 3    | 2     | 7     |
| 4:45:00 PM             | 0                 | 4    | 2    | 17    | 0                 | 0    | 26   | 38    | 0                         | 16   | 64   | 1     | 0                         | 5    | 36   | 6     | 215   | 901          | 5                    | 9    | 1     | 5     |
| 5:00:00 PM             | 0                 | 21   | 10   | 18    | 0                 | 2    | 26   | 38    | 0                         | 8    | 66   | 2     | 0                         | 8    | 52   | 4     | 255   | 890          | 5                    | 13   | 7     | 9     |
| 5:15:00 PM             | 0                 | 10   | 22   | 14    | 0                 | 0    | 23   | 31    | 0                         | 13   | 58   | 0     | 0                         | 7    | 43   | 8     | 229   |              | 5                    | 12   | 3     | 5     |
| 5:30:00 PM             | 0                 | 7    | 10   | 13    | 0                 | 4    | 24   | 25    | 0                         | 9    | 52   | 1     | 0                         | 15   | 32   | 10    | 202   |              | 1                    | 10   | 4     | 3     |
| 5:45:00 PM             | 0                 | 9    | 8    | 13    | 0                 | 0    | 19   | 39    | 0                         | 16   | 43   | 1     | 0                         | 6    | 36   | 14    | 204   |              | 6                    | 8    | 8     | 4     |

**Peak Rolling Hour Flow Rates**

| Vehicle Type       | Eastbound |      |      |       | Westbound |      |      |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0     |
| Lights             | 0         | 26   | 18   | 74    | 0         | 5    | 120  | 191   | 0          | 52   | 230  | 4     | 1          | 28   | 181  | 17    | 947   |
| Mediums            | 0         | 0    | 0    | 3     | 0         | 0    | 1    | 1     | 0          | 4    | 7    | 2     | 0          | 1    | 9    | 2     | 30    |
| Total              | 0         | 26   | 18   | 77    | 0         | 5    | 121  | 192   | 0          | 56   | 237  | 6     | 1          | 29   | 190  | 19    | 977   |



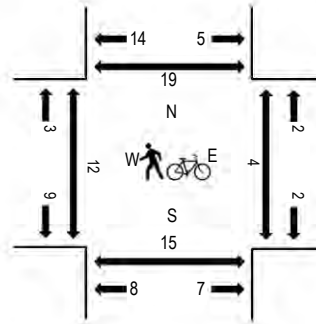
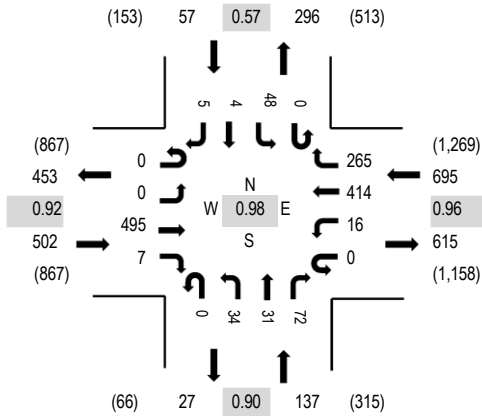


(303) 216-2439  
www.alltrafficdata.net

Location: 4 PENNSYLVANIA ST & MARIPOSA ST PM  
Date and Start Time: Tuesday, November 3, 2015  
Peak Hour: 04:00 PM - 05:00 PM  
Peak 15-Minutes: 04:15 PM - 04:30 PM

**Peak Hour - All Vehicles**

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

| Interval<br>Start Time | MARIPOSA ST Eastbound |      |      |       | MARIPOSA ST Westbound |      |      |       | PENNSYLVANIA ST Northbound |      |      |       | PENNSYLVANIA ST Southbound |      |      |       | Total | Rolling Hour | Pedestrian Crossings |      |       |       |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
|                        | U-Turn                | Left | Thru | Right | U-Turn                | Left | Thru | Right | U-Turn                     | Left | Thru | Right | U-Turn                     | Left | Thru | Right |       |              | West                 | East | South | North |
| 4:00:00 PM             | 0                     | 0    | 118  | 1     | 0                     | 4    | 97   | 80    | 0                          | 12   | 13   | 13    | 0                          | 8    | 0    | 1     | 347   | 1,391        | 3                    | 2    | 4     | 4     |
| 4:15:00 PM             | 0                     | 0    | 118  | 2     | 0                     | 6    | 103  | 69    | 0                          | 7    | 6    | 20    | 0                          | 22   | 1    | 2     | 356   | 1,386        | 2                    | 1    | 5     | 8     |
| 4:30:00 PM             | 0                     | 0    | 135  | 1     | 0                     | 4    | 104  | 66    | 0                          | 5    | 3    | 24    | 0                          | 10   | 2    | 1     | 355   | 1,351        | 3                    | 1    | 2     | 3     |
| 4:45:00 PM             | 0                     | 0    | 124  | 3     | 0                     | 2    | 110  | 50    | 0                          | 10   | 9    | 15    | 0                          | 8    | 1    | 1     | 333   | 1,274        | 4                    | 0    | 1     | 4     |
| 5:00:00 PM             | 0                     | 0    | 106  | 2     | 0                     | 5    | 110  | 54    | 0                          | 3    | 9    | 34    | 0                          | 16   | 2    | 1     | 342   | 1,213        | 5                    | 1    | 4     | 7     |
| 5:15:00 PM             | 0                     | 0    | 100  | 0     | 0                     | 3    | 96   | 46    | 0                          | 12   | 4    | 28    | 0                          | 25   | 4    | 3     | 321   |              | 1                    | 2    | 0     | 6     |
| 5:30:00 PM             | 0                     | 0    | 68   | 3     | 0                     | 3    | 89   | 45    | 0                          | 9    | 10   | 25    | 0                          | 20   | 5    | 1     | 278   |              | 4                    | 2    | 0     | 10    |
| 5:45:00 PM             | 0                     | 0    | 84   | 2     | 0                     | 4    | 80   | 39    | 0                          | 9    | 10   | 25    | 0                          | 12   | 6    | 1     | 272   |              | 4                    | 0    | 0     | 8     |

**Peak Rolling Hour Flow Rates**

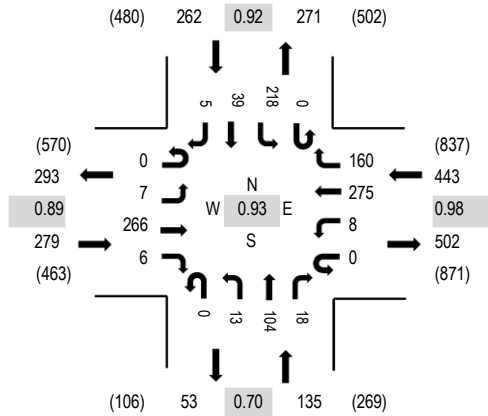
| Vehicle Type       | Eastbound |      |      |       | Westbound |      |      |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 1    | 0     | 0         | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 1     |
| Lights             | 0         | 0    | 477  | 7     | 0         | 15   | 398  | 263   | 0          | 34   | 31   | 70    | 0          | 47   | 4    | 4     | 1,350 |
| Mediums            | 0         | 0    | 17   | 0     | 0         | 1    | 16   | 2     | 0          | 0    | 0    | 2     | 0          | 1    | 0    | 1     | 40    |
| Total              | 0         | 0    | 495  | 7     | 0         | 16   | 414  | 265   | 0          | 34   | 31   | 72    | 0          | 48   | 4    | 5     | 1,391 |



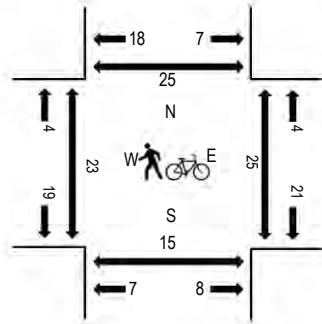
(303) 216-2439  
www.alltrafficdata.net

Location: 5 MISSISSIPPI ST & MARIPOSA ST PM  
Date and Start Time: Tuesday, November 3, 2015  
Peak Hour: 04:00 PM - 05:00 PM  
Peak 15-Minutes: 04:30 PM - 04:45 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

| Interval<br>Start Time | MARIPOSA ST<br>Eastbound |      |      |       | MARIPOSA ST<br>Westbound |      |      |       | MISSISSIPPI ST<br>Northbound |      |      |       | MISSISSIPPI ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|--------------------------|------|------|-------|--------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                   | Left | Thru | Right | U-Turn                   | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right |       |                 | West                 | East | South | North |
| 4:00:00 PM             | 0                        | 3    | 61   | 2     | 0                        | 2    | 73   | 38    | 0                            | 1    | 15   | 4     | 0                            | 62   | 7    | 2     | 270   | 1,119           | 3                    | 5    | 2     | 4     |
| 4:15:00 PM             | 0                        | 2    | 60   | 0     | 0                        | 2    | 68   | 39    | 0                            | 7    | 33   | 8     | 0                            | 52   | 11   | 2     | 284   | 1,119           | 5                    | 5    | 5     | 6     |
| 4:30:00 PM             | 0                        | 1    | 75   | 2     | 0                        | 2    | 70   | 38    | 0                            | 5    | 31   | 5     | 0                            | 55   | 16   | 0     | 300   | 1,083           | 9                    | 5    | 2     | 8     |
| 4:45:00 PM             | 0                        | 1    | 70   | 2     | 0                        | 2    | 64   | 45    | 0                            | 0    | 25   | 1     | 0                            | 49   | 5    | 1     | 265   | 985             | 4                    | 10   | 5     | 7     |
| 5:00:00 PM             | 0                        | 1    | 59   | 2     | 0                        | 2    | 70   | 34    | 0                            | 1    | 26   | 10    | 0                            | 48   | 14   | 3     | 270   | 930             | 11                   | 11   | 5     | 6     |
| 5:15:00 PM             | 0                        | 0    | 48   | 0     | 0                        | 2    | 66   | 38    | 0                            | 3    | 31   | 6     | 0                            | 44   | 6    | 4     | 248   |                 | 5                    | 12   | 7     | 8     |
| 5:30:00 PM             | 0                        | 1    | 32   | 1     | 1                        | 5    | 64   | 22    | 0                            | 5    | 21   | 4     | 0                            | 33   | 11   | 2     | 202   |                 | 3                    | 9    | 1     | 8     |
| 5:45:00 PM             | 0                        | 1    | 38   | 1     | 0                        | 1    | 53   | 36    | 0                            | 5    | 20   | 2     | 0                            | 44   | 8    | 1     | 210   |                 | 7                    | 2    | 1     | 10    |

**Peak Rolling Hour Flow Rates**

| Vehicle Type       | Eastbound |      |      |       | Westbound |      |      |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 2    | 0    | 0     | 2     |
| Lights             | 0         | 7    | 260  | 6     | 0         | 8    | 269  | 150   | 0          | 13   | 103  | 17    | 0          | 207  | 37   | 5     | 1,082 |
| Mediums            | 0         | 0    | 6    | 0     | 0         | 0    | 6    | 10    | 0          | 0    | 1    | 1     | 0          | 9    | 2    | 0     | 35    |
| Total              | 0         | 7    | 266  | 6     | 0         | 8    | 275  | 160   | 0          | 13   | 104  | 18    | 0          | 218  | 39   | 5     | 1,119 |



## APPENDIX B – LEVEL OF SERVICE WORKSHEETS

# HCM Signalized Intersection Capacity Analysis

## 3: Mississippi St/7th St & 16th St

11/19/2015



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR    | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|------|------|------|-------|--------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕   |      |      | ↕↕    | ↗      | ↖    | ↖     |      | ↖    | ↗     |      |
| Volume (vph)           | 30   | 382  | 66   | 47   | 481   | 265    | 67   | 306   | 59   | 109  | 111   | 30   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900   | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.0  |      |      | 8.0   | 8.0    | 5.0  | 5.0   |      | 5.0  | 5.0   |      |
| Lane Util. Factor      |      | 0.95 |      |      | 0.95  | 1.00   | 1.00 | 1.00  |      | 1.00 | 1.00  |      |
| Frbp, ped/bikes        |      | 0.99 |      |      | 1.00  | 1.00   | 1.00 | 1.00  |      | 1.00 | 0.99  |      |
| Flpb, ped/bikes        |      | 1.00 |      |      | 1.00  | 1.00   | 1.00 | 1.00  |      | 1.00 | 1.00  |      |
| Frt                    |      | 0.98 |      |      | 1.00  | 0.85   | 1.00 | 0.98  |      | 1.00 | 0.97  |      |
| Flt Protected          |      | 1.00 |      |      | 1.00  | 1.00   | 0.95 | 1.00  |      | 0.95 | 1.00  |      |
| Satd. Flow (prot)      |      | 3313 |      |      | 3404  | 1531   | 1711 | 1750  |      | 1711 | 1727  |      |
| Flt Permitted          |      | 0.88 |      |      | 0.76  | 1.00   | 0.95 | 1.00  |      | 0.95 | 1.00  |      |
| Satd. Flow (perm)      |      | 2938 |      |      | 2586  | 1531   | 1711 | 1750  |      | 1711 | 1727  |      |
| Peak-hour factor, PHF  | 0.85 | 0.85 | 0.85 | 0.85 | 0.85  | 0.85   | 0.85 | 0.85  | 0.85 | 0.85 | 0.85  | 0.85 |
| Adj. Flow (vph)        | 35   | 449  | 78   | 55   | 566   | 312    | 79   | 360   | 69   | 128  | 131   | 35   |
| RTOR Reduction (vph)   | 0    | 11   | 0    | 0    | 0     | 124    | 0    | 6     | 0    | 0    | 10    | 0    |
| Lane Group Flow (vph)  | 0    | 551  | 0    | 0    | 621   | 188    | 79   | 423   | 0    | 128  | 156   | 0    |
| Confl. Peds. (#/hr)    | 64   |      | 9    | 9    |       | 64     | 18   |       | 7    | 7    |       | 18   |
| Confl. Bikes (#/hr)    |      |      | 9    |      |       | 56     |      |       | 10   |      |       | 13   |
| Turn Type              | Perm | NA   |      | Perm | NA    | custom | Prot | NA    |      | Prot | NA    |      |
| Protected Phases       |      | 2    |      |      | 6     | 6      | 3    | 8     |      | 7    | 4     |      |
| Permitted Phases       | 2    |      |      | 6    |       | 1      |      |       |      |      |       |      |
| Actuated Green, G (s)  |      | 29.0 |      |      | 26.0  | 26.0   | 25.8 | 25.8  |      | 13.6 | 13.6  |      |
| Effective Green, g (s) |      | 29.0 |      |      | 26.0  | 26.0   | 25.8 | 25.8  |      | 13.6 | 13.6  |      |
| Actuated g/C Ratio     |      | 0.35 |      |      | 0.31  | 0.31   | 0.31 | 0.31  |      | 0.16 | 0.16  |      |
| Clearance Time (s)     |      | 5.0  |      |      | 8.0   | 8.0    | 5.0  | 5.0   |      | 5.0  | 5.0   |      |
| Vehicle Extension (s)  |      | 3.0  |      |      | 3.0   | 3.0    | 3.0  | 3.0   |      | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     |      | 1021 |      |      | 806   | 477    | 529  | 541   |      | 279  | 281   |      |
| v/s Ratio Prot         |      |      |      |      |       | 0.12   | 0.05 | c0.24 |      | 0.07 | c0.09 |      |
| v/s Ratio Perm         |      | 0.19 |      |      | c0.24 |        |      |       |      |      |       |      |
| v/c Ratio              |      | 0.54 |      |      | 0.77  | 0.39   | 0.15 | 0.78  |      | 0.46 | 0.56  |      |
| Uniform Delay, d1      |      | 21.8 |      |      | 26.0  | 22.5   | 20.9 | 26.2  |      | 31.6 | 32.1  |      |
| Progression Factor     |      | 1.00 |      |      | 1.00  | 1.00   | 1.00 | 1.00  |      | 1.00 | 1.00  |      |
| Incremental Delay, d2  |      | 0.6  |      |      | 4.6   | 0.5    | 0.1  | 7.2   |      | 1.2  | 2.4   |      |
| Delay (s)              |      | 22.4 |      |      | 30.6  | 23.1   | 21.0 | 33.5  |      | 32.8 | 34.5  |      |
| Level of Service       |      | C    |      |      | C     | C      | C    | C     |      | C    | C     |      |
| Approach Delay (s)     |      | 22.4 |      |      | 28.1  |        |      | 31.5  |      |      | 33.7  |      |
| Approach LOS           |      | C    |      |      | C     |        |      | C     |      |      | C     |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 28.2  | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.73  |                           |      |
| Actuated Cycle Length (s)         | 83.4  | Sum of lost time (s)      | 18.0 |
| Intersection Capacity Utilization | 77.8% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 8: Mississippi St & 17th St

11/19/2015



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Sign Control           |      | Stop |      |      | Stop |      |      | Stop |      |      | Stop |      |
| Volume (vph)           | 26   | 18   | 77   | 5    | 121  | 192  | 56   | 237  | 6    | 30   | 190  | 19   |
| Peak Hour Factor       | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 27   | 19   | 80   | 5    | 126  | 200  | 58   | 247  | 6    | 31   | 198  | 20   |

| Direction, Lane #     | EB 1  | WB 1  | NB 1 | SB 1 |
|-----------------------|-------|-------|------|------|
| Volume Total (vph)    | 126   | 331   | 311  | 249  |
| Volume Left (vph)     | 27    | 5     | 58   | 31   |
| Volume Right (vph)    | 80    | 200   | 6    | 20   |
| Hadj (s)              | -0.30 | -0.33 | 0.06 | 0.01 |
| Departure Headway (s) | 5.9   | 5.4   | 5.7  | 5.8  |
| Degree Utilization, x | 0.21  | 0.50  | 0.50 | 0.40 |
| Capacity (veh/h)      | 511   | 609   | 582  | 566  |
| Control Delay (s)     | 10.4  | 13.8  | 14.3 | 12.6 |
| Approach Delay (s)    | 10.4  | 13.8  | 14.3 | 12.6 |
| Approach LOS          | B     | B     | B    | B    |

| Intersection Summary              |       |      |                        |
|-----------------------------------|-------|------|------------------------|
| Delay                             |       | 13.2 |                        |
| Level of Service                  |       | B    |                        |
| Intersection Capacity Utilization | 56.0% |      | ICU Level of Service B |
| Analysis Period (min)             |       | 15   |                        |

# HCM Unsignalized Intersection Capacity Analysis

## 12: I-280 SB On-Ramp & Mariposa St

11/19/2015



| Movement               | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    |      |      |      |      |      |      |
| Volume (veh/h)         | 53   | 579  | 0    | 0    | 689  | 685  |
| Sign Control           | Stop |      |      | Free | Free |      |
| Grade                  | 0%   |      |      | 0%   | 0%   |      |
| Peak Hour Factor       | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 58   | 629  | 0    | 0    | 749  | 745  |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      |      | None | None |      |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      | 193  |      |
| pX, platoon unblocked  | 0.86 | 0.86 | 0.86 |      |      |      |
| vC, conflicting volume | 749  | 749  | 1493 |      |      |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 631  | 631  | 1492 |      |      |      |
| tC, single (s)         | 6.4  | 6.2  | 4.1  |      |      |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  | 2.2  |      |      |      |
| p0 queue free %        | 85   | 0    | 100  |      |      |      |
| cM capacity (veh/h)    | 385  | 416  | 389  |      |      |      |

| Direction, Lane #      | EB 1  | EB 2  | SB 1 | SB 2 |
|------------------------|-------|-------|------|------|
| Volume Total           | 58    | 629   | 749  | 745  |
| Volume Left            | 58    | 0     | 0    | 0    |
| Volume Right           | 0     | 629   | 0    | 745  |
| cSH                    | 385   | 416   | 1700 | 1700 |
| Volume to Capacity     | 0.15  | 1.51  | 0.44 | 0.44 |
| Queue Length 95th (ft) | 13    | 843   | 0    | 0    |
| Control Delay (s)      | 16.0  | 268.0 | 0.0  | 0.0  |
| Lane LOS               | C     | F     |      |      |
| Approach Delay (s)     | 246.9 |       | 0.0  |      |
| Approach LOS           | F     |       |      |      |

| Intersection Summary              |       |                      |   |
|-----------------------------------|-------|----------------------|---|
| Average Delay                     | 77.8  |                      |   |
| Intersection Capacity Utilization | 78.8% | ICU Level of Service | D |
| Analysis Period (min)             | 15    |                      |   |



# HCM Unsignalized Intersection Capacity Analysis

## 13: Pennsylvania St & Mariposa St

















11/19/2015



| Movement                          | EBL         | EBT         | EBR         | WBL         | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations               |             | ↕           |             |             | ↕                    |      |      | ↕    |      |      | ↕    |      |
| Volume (veh/h)                    | 0           | 495         | 7           | 16          | 414                  | 265  | 34   | 31   | 72   | 48   | 4    | 5    |
| Sign Control                      |             | Free        |             |             | Free                 |      |      | Stop |      |      | Stop |      |
| Grade                             |             | 0%          |             |             | 0%                   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor                  | 0.96        | 0.96        | 0.96        | 0.96        | 0.96                 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph)            | 0           | 516         | 7           | 17          | 431                  | 276  | 35   | 32   | 75   | 50   | 4    | 5    |
| Pedestrians                       |             |             |             |             |                      |      |      |      |      |      |      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |      |      |      |      |      |      |
| Percent Blockage                  |             |             |             |             |                      |      |      |      |      |      |      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |      |      |      |      |      |      |
| Median type                       |             | None        |             |             | None                 |      |      |      |      |      |      |      |
| Median storage (veh)              |             |             |             |             |                      |      |      |      |      |      |      |      |
| Upstream signal (ft)              |             |             |             |             |                      |      |      |      |      |      |      |      |
| pX, platoon unblocked             |             |             |             |             |                      |      |      |      |      |      |      |      |
| vC, conflicting volume            | 707         |             |             | 523         |                      |      | 1129 | 1260 | 519  | 1213 | 1126 | 569  |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 707         |             |             | 523         |                      |      | 1129 | 1260 | 519  | 1213 | 1126 | 569  |
| tC, single (s)                    | 4.1         |             |             | 4.1         |                      |      | 7.1  | 6.5  | 6.2  | 7.1  | 6.5  | 6.2  |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |      |      |      |      |      |      |
| tF (s)                            | 2.2         |             |             | 2.2         |                      |      | 3.5  | 4.0  | 3.3  | 3.5  | 4.0  | 3.3  |
| p0 queue free %                   | 100         |             |             | 98          |                      |      | 80   | 81   | 87   | 57   | 98   | 99   |
| cM capacity (veh/h)               | 891         |             |             | 1044        |                      |      | 174  | 168  | 557  | 116  | 202  | 521  |
| <b>Direction, Lane #</b>          | <b>EB 1</b> | <b>WB 1</b> | <b>NB 1</b> | <b>SB 1</b> |                      |      |      |      |      |      |      |      |
| Volume Total                      | 523         | 724         | 143         | 59          |                      |      |      |      |      |      |      |      |
| Volume Left                       | 0           | 17          | 35          | 50          |                      |      |      |      |      |      |      |      |
| Volume Right                      | 7           | 276         | 75          | 5           |                      |      |      |      |      |      |      |      |
| cSH                               | 891         | 1044        | 269         | 128         |                      |      |      |      |      |      |      |      |
| Volume to Capacity                | 0.00        | 0.02        | 0.53        | 0.46        |                      |      |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 0           | 1           | 72          | 52          |                      |      |      |      |      |      |      |      |
| Control Delay (s)                 | 0.0         | 0.4         | 32.6        | 55.3        |                      |      |      |      |      |      |      |      |
| Lane LOS                          |             | A           | D           | F           |                      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 0.0         | 0.4         | 32.6        | 55.3        |                      |      |      |      |      |      |      |      |
| Approach LOS                      |             |             | D           | F           |                      |      |      |      |      |      |      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |      |      |      |      |      |      |
| Average Delay                     |             |             | 5.7         |             |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |             |             | 67.0%       |             | ICU Level of Service |      |      |      | C    |      |      |      |
| Analysis Period (min)             |             |             | 15          |             |                      |      |      |      |      |      |      |      |

HCM Unsignalized Intersection Capacity Analysis  
 14: Mississippi St & Mariposa St

11/19/2015

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |   |  |  |   |   |  |   |
| Sign Control                      |   | Stop  |   |   | Stop  |   |  | Stop  |   |   | Stop  |   |
| Volume (vph)                      | 7   | 266   | 6   | 8   | 275   | 160   | 13   | 104   | 18  | 218   | 39  | 5   |
| Peak Hour Factor                  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97   | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Hourly flow rate (vph)            | 7   | 274   | 6   | 8   | 284   | 165   | 13   | 107   | 19  | 225   | 40  | 5   |
| Direction, Lane #                 | EB 1  | WB 1  | NB 1  | SB 1  |   |   |  |   |   |   |   |   |
| Volume Total (vph)                | 288   | 457   | 139   | 270   |   |   |  |   |   |   |   |   |
| Volume Left (vph)                 | 7   | 8   | 13  | 225   |   |   |  |   |   |   |   |   |
| Volume Right (vph)                | 6   | 165   | 19  | 5   |   |   |  |   |   |   |   |   |
| Hadj (s)                          | 0.03  | -0.18   | -0.03   | 0.19  |   |   |  |   |   |   |   |   |
| Departure Headway (s)             | 6.2   | 5.7   | 6.9   | 6.7   |   |   |  |   |   |   |   |   |
| Degree Utilization, x             | 0.50  | 0.73  | 0.26  | 0.50  |   |   |  |   |   |   |   |   |
| Capacity (veh/h)                  | 531   | 593   | 442   | 481   |   |   |  |   |   |   |   |   |
| Control Delay (s)                 | 15.3  | 22.6  | 12.3  | 16.2  |   |   |  |   |   |   |   |   |
| Approach Delay (s)                | 15.3  | 22.6  | 12.3  | 16.2  |   |   |  |   |   |   |   |   |
| Approach LOS                      | C   | C   | B   | C   |   |   |  |   |   |   |   |   |
| Intersection Summary              |   |   |   |   |   |   |  |   |   |   |   |   |
| Delay                             |   |   | 18.0  |   |   |   |  |   |   |   |   |   |
| Level of Service                  |   |   | C   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 59.8%   | ICU Level of Service  | B   |   |  |   |   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

# HCM Signalized Intersection Capacity Analysis

## 3: Mississippi St/7th St & 16th St

11/19/2015



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR    | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|------|------|------|-------|--------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕   |      |      | ↕↕    | ↗      | ↖    | ↗     |      | ↖    | ↗     |      |
| Volume (vph)           | 30   | 403  | 66   | 74   | 481   | 265    | 86   | 356   | 74   | 109  | 191   | 30   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900   | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.0  |      |      | 8.0   | 8.0    | 5.0  | 5.0   |      | 5.0  | 5.0   |      |
| Lane Util. Factor      |      | 0.95 |      |      | 0.95  | 1.00   | 1.00 | 1.00  |      | 1.00 | 1.00  |      |
| Frbp, ped/bikes        |      | 0.99 |      |      | 1.00  | 1.00   | 1.00 | 1.00  |      | 1.00 | 0.99  |      |
| Flpb, ped/bikes        |      | 1.00 |      |      | 1.00  | 1.00   | 1.00 | 1.00  |      | 1.00 | 1.00  |      |
| Frt                    |      | 0.98 |      |      | 1.00  | 0.85   | 1.00 | 0.97  |      | 1.00 | 0.98  |      |
| Flt Protected          |      | 1.00 |      |      | 0.99  | 1.00   | 0.95 | 1.00  |      | 0.95 | 1.00  |      |
| Satd. Flow (prot)      |      | 3316 |      |      | 3395  | 1531   | 1711 | 1747  |      | 1711 | 1754  |      |
| Flt Permitted          |      | 0.88 |      |      | 0.66  | 1.00   | 0.95 | 1.00  |      | 0.95 | 1.00  |      |
| Satd. Flow (perm)      |      | 2926 |      |      | 2261  | 1531   | 1711 | 1747  |      | 1711 | 1754  |      |
| Peak-hour factor, PHF  | 0.85 | 0.85 | 0.85 | 0.85 | 0.85  | 0.85   | 0.85 | 0.85  | 0.85 | 0.85 | 0.85  | 0.85 |
| Adj. Flow (vph)        | 35   | 474  | 78   | 87   | 566   | 312    | 101  | 419   | 87   | 128  | 225   | 35   |
| RTOR Reduction (vph)   | 0    | 11   | 0    | 0    | 0     | 95     | 0    | 6     | 0    | 0    | 6     | 0    |
| Lane Group Flow (vph)  | 0    | 576  | 0    | 0    | 653   | 217    | 101  | 500   | 0    | 128  | 254   | 0    |
| Confl. Peds. (#/hr)    | 64   |      | 9    | 9    |       | 64     | 18   |       | 7    | 7    |       | 18   |
| Confl. Bikes (#/hr)    |      |      | 9    |      |       | 56     |      |       | 10   |      |       | 13   |
| Turn Type              | Perm | NA   |      | Perm | NA    | custom | Prot | NA    |      | Prot | NA    |      |
| Protected Phases       |      | 2    |      |      | 6     | 6      | 3    | 8     |      | 7    | 4     |      |
| Permitted Phases       | 2    |      |      | 6    |       | 1      |      |       |      |      |       |      |
| Actuated Green, G (s)  |      | 30.9 |      |      | 27.9  | 27.9   | 30.1 | 30.1  |      | 18.8 | 18.8  |      |
| Effective Green, g (s) |      | 30.9 |      |      | 27.9  | 27.9   | 30.1 | 30.1  |      | 18.8 | 18.8  |      |
| Actuated g/C Ratio     |      | 0.33 |      |      | 0.29  | 0.29   | 0.32 | 0.32  |      | 0.20 | 0.20  |      |
| Clearance Time (s)     |      | 5.0  |      |      | 8.0   | 8.0    | 5.0  | 5.0   |      | 5.0  | 5.0   |      |
| Vehicle Extension (s)  |      | 3.0  |      |      | 3.0   | 3.0    | 3.0  | 3.0   |      | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     |      | 953  |      |      | 665   | 450    | 543  | 554   |      | 339  | 347   |      |
| v/s Ratio Prot         |      |      |      |      |       | 0.14   | 0.06 | c0.29 |      | 0.07 | c0.15 |      |
| v/s Ratio Perm         |      | 0.20 |      |      | c0.29 |        |      |       |      |      |       |      |
| v/c Ratio              |      | 0.60 |      |      | 0.98  | 0.48   | 0.19 | 0.90  |      | 0.38 | 0.73  |      |
| Uniform Delay, d1      |      | 26.8 |      |      | 33.2  | 27.5   | 23.5 | 30.9  |      | 32.9 | 35.6  |      |
| Progression Factor     |      | 1.00 |      |      | 1.00  | 1.00   | 1.00 | 1.00  |      | 1.00 | 1.00  |      |
| Incremental Delay, d2  |      | 1.1  |      |      | 30.2  | 0.8    | 0.2  | 17.9  |      | 0.7  | 7.8   |      |
| Delay (s)              |      | 27.9 |      |      | 63.4  | 28.3   | 23.6 | 48.8  |      | 33.6 | 43.4  |      |
| Level of Service       |      | C    |      |      | E     | C      | C    | D     |      | C    | D     |      |
| Approach Delay (s)     |      | 27.9 |      |      | 52.1  |        |      | 44.7  |      |      | 40.2  |      |
| Approach LOS           |      | C    |      |      | D     |        |      | D     |      |      | D     |      |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM 2000 Control Delay            | 42.9  | HCM 2000 Level of Service |
| HCM 2000 Volume to Capacity ratio | 0.89  | D                         |
| Actuated Cycle Length (s)         | 94.8  | Sum of lost time (s)      |
| Intersection Capacity Utilization | 81.9% | 18.0                      |
| Analysis Period (min)             | 15    | ICU Level of Service      |
| c Critical Lane Group             |       | D                         |

# HCM Unsignalized Intersection Capacity Analysis

## 8: Mississippi St & 17th St

11/19/2015



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Sign Control           |      | Stop |      |      | Stop |      |      | Stop |      |      | Stop |      |
| Volume (vph)           | 91   | 18   | 77   | 5    | 121  | 205  | 56   | 316  | 6    | 42   | 263  | 80   |
| Peak Hour Factor       | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 95   | 19   | 80   | 5    | 126  | 214  | 58   | 329  | 6    | 44   | 274  | 83   |

| Direction, Lane #     | EB 1  | WB 1  | NB 1 | SB 1  |
|-----------------------|-------|-------|------|-------|
| Volume Total (vph)    | 194   | 345   | 394  | 401   |
| Volume Left (vph)     | 95    | 5     | 58   | 44    |
| Volume Right (vph)    | 80    | 214   | 6    | 83    |
| Hadj (s)              | -0.12 | -0.33 | 0.05 | -0.07 |
| Departure Headway (s) | 7.7   | 7.0   | 7.1  | 6.9   |
| Degree Utilization, x | 0.42  | 0.67  | 0.77 | 0.77  |
| Capacity (veh/h)      | 387   | 471   | 481  | 491   |
| Control Delay (s)     | 16.1  | 23.0  | 30.1 | 29.7  |
| Approach Delay (s)    | 16.1  | 23.0  | 30.1 | 29.7  |
| Approach LOS          | C     | C     | D    | D     |

| Intersection Summary              |  |       |                        |
|-----------------------------------|--|-------|------------------------|
| Delay                             |  | 26.1  |                        |
| Level of Service                  |  | D     |                        |
| Intersection Capacity Utilization |  | 72.4% | ICU Level of Service C |
| Analysis Period (min)             |  | 15    |                        |

HCM Unsignalized Intersection Capacity Analysis  
 12: I-280 SB On-Ramp & Mariposa St

11/19/2015



| Movement               | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    |      |      |      |      |      |      |
| Volume (veh/h)         | 83   | 614  | 0    | 0    | 689  | 756  |
| Sign Control           | Stop |      |      | Free | Free |      |
| Grade                  | 0%   |      |      | 0%   | 0%   |      |
| Peak Hour Factor       | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 90   | 667  | 0    | 0    | 749  | 822  |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      |      | None | None |      |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      | 193  |      |
| pX, platoon unblocked  | 0.86 | 0.86 | 0.86 |      |      |      |
| vC, conflicting volume | 749  | 749  | 1571 |      |      |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 625  | 625  | 1582 |      |      |      |
| tC, single (s)         | 6.4  | 6.2  | 4.1  |      |      |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  | 2.2  |      |      |      |
| p0 queue free %        | 77   | 0    | 100  |      |      |      |
| cM capacity (veh/h)    | 385  | 416  | 357  |      |      |      |

| Direction, Lane #      | EB 1  | EB 2  | SB 1 | SB 2 |
|------------------------|-------|-------|------|------|
| Volume Total           | 90    | 667   | 749  | 822  |
| Volume Left            | 90    | 0     | 0    | 0    |
| Volume Right           | 0     | 667   | 0    | 822  |
| cSH                    | 385   | 416   | 1700 | 1700 |
| Volume to Capacity     | 0.23  | 1.60  | 0.44 | 0.48 |
| Queue Length 95th (ft) | 22    | 950   | 0    | 0    |
| Control Delay (s)      | 17.2  | 306.6 | 0.0  | 0.0  |
| Lane LOS               | C     | F     |      |      |
| Approach Delay (s)     | 272.2 |       | 0.0  |      |
| Approach LOS           | F     |       |      |      |

| Intersection Summary              |  |       |                        |
|-----------------------------------|--|-------|------------------------|
| Average Delay                     |  | 88.6  |                        |
| Intersection Capacity Utilization |  | 80.9% | ICU Level of Service D |
| Analysis Period (min)             |  | 15    |                        |

# HCM Unsignalized Intersection Capacity Analysis

## 13: Pennsylvania St & Mariposa St

11/19/2015



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Volume (veh/h)         | 0    | 551  | 7    | 16   | 472  | 278  | 34   | 31   | 72   | 60   | 4    | 5    |
| Sign Control           |      | Free |      |      | Free |      |      | Stop |      |      | Stop |      |
| Grade                  |      | 0%   |      |      | 0%   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor       | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0    | 574  | 7    | 17   | 492  | 290  | 35   | 32   | 75   | 62   | 4    | 5    |
| Pedestrians            |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |      |      |      |      |      |      |
| Median type            |      | None |      |      | None |      |      |      |      |      |      |      |
| Median storage (veh)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC, conflicting volume | 781  |      |      | 581  |      |      | 1255 | 1392 | 578  | 1339 | 1251 | 636  |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vCu, unblocked vol     | 781  |      |      | 581  |      |      | 1255 | 1392 | 578  | 1339 | 1251 | 636  |
| tC, single (s)         | 4.1  |      |      | 4.1  |      |      | 7.1  | 6.5  | 6.2  | 7.1  | 6.5  | 6.2  |
| tC, 2 stage (s)        |      |      |      |      |      |      |      |      |      |      |      |      |
| tF (s)                 | 2.2  |      |      | 2.2  |      |      | 3.5  | 4.0  | 3.3  | 3.5  | 4.0  | 3.3  |
| p0 queue free %        | 100  |      |      | 98   |      |      | 75   | 77   | 85   | 31   | 98   | 99   |
| cM capacity (veh/h)    | 836  |      |      | 993  |      |      | 142  | 139  | 516  | 90   | 170  | 478  |

| Direction, Lane #      | EB 1 | WB 1 | NB 1 | SB 1  |
|------------------------|------|------|------|-------|
| Volume Total           | 581  | 798  | 143  | 72    |
| Volume Left            | 0    | 17   | 35   | 62    |
| Volume Right           | 7    | 290  | 75   | 5     |
| cSH                    | 836  | 993  | 228  | 99    |
| Volume to Capacity     | 0.00 | 0.02 | 0.63 | 0.73  |
| Queue Length 95th (ft) | 0    | 1    | 93   | 95    |
| Control Delay (s)      | 0.0  | 0.4  | 44.0 | 105.8 |
| Lane LOS               |      | A    | E    | F     |
| Approach Delay (s)     | 0.0  | 0.4  | 44.0 | 105.8 |
| Approach LOS           |      |      | E    | F     |

| Intersection Summary              |  |       |                        |
|-----------------------------------|--|-------|------------------------|
| Average Delay                     |  | 8.9   |                        |
| Intersection Capacity Utilization |  | 72.5% | ICU Level of Service C |
| Analysis Period (min)             |  | 15    |                        |

# HCM Unsignalized Intersection Capacity Analysis

## 14: Mississippi St & Mariposa St

11/19/2015



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Sign Control           |      | Stop |      |      | Stop |      |      | Stop |      |      | Stop |      |
| Volume (vph)           | 7    | 266  | 6    | 8    | 275  | 218  | 13   | 125  | 18   | 271  | 59   | 5    |
| Peak Hour Factor       | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 7    | 274  | 6    | 8    | 284  | 225  | 13   | 129  | 19   | 279  | 61   | 5    |

| Direction, Lane #     | EB 1 | WB 1  | NB 1  | SB 1 |
|-----------------------|------|-------|-------|------|
| Volume Total (vph)    | 288  | 516   | 161   | 345  |
| Volume Left (vph)     | 7    | 8     | 13    | 279  |
| Volume Right (vph)    | 6    | 225   | 19    | 5    |
| Hadj (s)              | 0.03 | -0.22 | -0.02 | 0.19 |
| Departure Headway (s) | 7.2  | 6.4   | 7.8   | 7.3  |
| Degree Utilization, x | 0.57 | 0.92  | 0.35  | 0.70 |
| Capacity (veh/h)      | 475  | 549   | 415   | 473  |
| Control Delay (s)     | 19.4 | 45.5  | 14.9  | 25.7 |
| Approach Delay (s)    | 19.4 | 45.5  | 14.9  | 25.7 |
| Approach LOS          | C    | E     | B     | D    |

| Intersection Summary              |       |                      |   |
|-----------------------------------|-------|----------------------|---|
| Delay                             |       | 30.8                 |   |
| Level of Service                  |       | D                    |   |
| Intersection Capacity Utilization | 68.5% | ICU Level of Service | C |
| Analysis Period (min)             | 15    |                      |   |