From:	Kate Aufhauser
To:	Paul Mitchell; Joyce
Cc:	Mary Murphy (mgmurphy@gibsondunn.com); Clarke Miller; Reilly, Catherine (ADM); Van de Water, Adam (MYR) (ECN); Kern, Christopher (CPC); Bollinger, Brett (CPC); wyckowilliam@comcast.net; lubaw@lcwconsulting.com
Subject:	RE: CEQA Info Request - Sponsor Replies, Part 1
Date:	Thursday, March 26, 2015 12:04:16 PM
Attachments:	image001.png image002.png 2015.03.26_Vara_Variant_Site_Plan.pdf

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Paul –

As follow-up to the first item (project variant), please see the attached conceptual site plan. Let me know if you need anything else.

Kate

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From: Kate Aufhauser
Sent: Sunday, March 22, 2015 6:18 PM
To: Paul Mitchell; Joyce
Cc: Mary Murphy (mgmurphy@gibsondunn.com); Clarke Miller; Reilly, Catherine (OCII); 'Van de Water, Adam (MYR)'; Chris Kern (chris.kern@sfgov.org); Bollinger, Brett (CPC); 'wyckowilliam@comcast.net'; lubaw@lcwconsulting.com
Subject: CEQA Info Request - Sponsor Replies, Part 1

Paul, Joyce, and others -

Answers to ESA's recent info request are below. More answers to come when available.

Thanks,
Kate

- *Project Variant Conceptual Site Plan/Description: Please provide conceptual site plan for project variant that does not include the gatehouse building (and any other potential design changes within or outside the UCSF visual easement on the project site, such as the podium structure, plaza and approaches to the plaza). Please describe if the limited retail included in the gatehouse would be relocated on site. Please confirm any changes in total development square footage.*
    - Site plan production is underway, with wind testing planned directly afterwards. Both SWA (L.arch) and RWDI (wind) are working or ready to do so.

- Please presume there will be no change in project program under this variant, including no change in total development square footage, proposed retail square footage, or proposed vehicle parking spaces.

- *<u>Construction Tower Crane / UCSF Compatibility.</u> The sponsor indicated it had conducted a preliminary review of applicable regs (e.g., FAA) when considering compatibility of the proposed use of tower cranes at the project site with the UCSF helipad. Please provide that preliminary review*
  - Clarke has provided MCJV's diagrams, which ESA and/or Luba may use to draft a discussion in the EIR. Generally, the graphics demonstrate that neither the building (penthouse mechanical areas) nor cranes will interfere with the approved helicopter flight path.
  - The document should also state that GSW is prepared to comply with FAA law.
- *<u>Sponsor-Proposed Good Neighbor Policies/Plan</u>. As discussed as the 3/12/15 meeting, please provide a copy of the sponsor's proposed good neighbor policies/plan to include in the SEIR Project Description that will address proposed crowd control, directing people to the proposed transit connections (as opposed to up Bridgeview Way), outdoor noise management and other practices to minimize effects on surrounding land uses.*
  - Per recent emails, ESA will include a placeholder in the SEIR until early May (following CAC discussions on these strategies,, scheduled for 4/30). Then, we will reconvene to discuss preliminary proposed practices to include in the SEIR Project Description.
  - Note: At this time, the text should also state that GSW has committed to compliance with Mission Bay's Good Neighbor Policy during construction, and that GSW will comply with the Entertainment Commission's standard "good neighbor" practices under the conditions of a Place of Entertainment permit.
- *<u>On-street Loading.</u> Project sponsor to determine if SEIR Transportation Figure 5.2-13 will be revised to have taxi versus general loading, and no black car loading, on Terry A. Francois Boulevard? Project sponsor to investigate use of Port lots for staging of black cars prior to the end of an event, and provide details*
  - Terry Francois Boulevard's curb management plan will be revised to replace any "black car loading" labels with "general loading" (passenger pick-up/drop-off). There are no changes anticipated to the planned taxi zone or paratransit zone on TFB. This update will be reflected in our revised TMP (forthcoming by 4/18).
  - Note: Adam is reaching out to the Port about the lot closest to our site. No updates are available at this time.
- *<u>On-street Loading.</u> Project sponsor to confirm if black car loading on 16th Street on Figure 5.2-13 to remain?*
  - Yes, that area will remain on our plans and will still be called "black car loading." We will remove conflicting footnotes in the TMP that may reference TNC loading/unloading in that zone.
- *<u>On-street Loading.</u> Project sponsor to rearrange of on-street commercial loading spaces for SEIR Transportation Figure 5.2-9. Add a couple of spaces to South and 16th Streets closer to Third Street.*
  - This change will be reflected in the text, charts, and graphics of our revised TMP (forthcoming by 4/18). Note we are planning to move 2 commercial loading spaces in total (one to South Street, one to 16th Street).

- *16th Street Sidewalk. Project sponsor and OCII to finalize 16th Street sidewalk adjacent to project site. [We assumed the minimum width would be 10 feet, but discussed the additional queuing areas. It would be better to have at least 12.5 feet of sidewalk area (i.e., the 10 foot dedicated plus 2.5 feet of sidewalk width within the 20 foot setback), similar to South Street. Plus the additional queuing areas.]*
    - OCII/MTA direction, based on a 3/20 email, is for 20 feet of free clearance from the tree wells along the 16th St. sidewalk. Our designers are studying approaches to accomplish this goal now (hoping to review resulting design development with OCII and Planning on 3/31). We will share design details when available.
- *TMP Performance Standards. Project sponsor to review performance standards included in the TMP to see if need to be revised*
    - Please assume any performance standards related to auto mode share currently contained in the project TMP will be re-written to match those deemed appropriate for the SEIR transportation section. The admin draft provided mode split targets for weekday events and weekend events, while GSW's TMP previously provided them for weekday event attendees and weekday non-event office workers. We will modify the TMP to match the SEIR's focus on auto mode split events, since those are the scenarios generating the greatest community concern.
    - No other TMP performance standards (clear signage for bike parking, safe pedestrian flows, etc.) will be modified.
- *Final TMP.*
    - Forthcoming (submission no later than 4/18, as requested). Work with F&P is in progress. As requested, we plan to call Luba to confirm all changes (per her notes and edits), and to keep a record of changes for ESA to expedite review of the revised document.

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