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To: San Francisco Board of Supervisors

Date: July 6, 2018

Subject: *Additional Written Comments by One Vassar LLC for Appeal of Planning Commission's Certification of the Environmental Impact Report for the Central SoMa Plan*

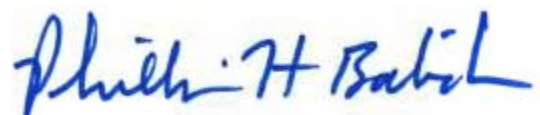
One Vassar submits this letter as additional documentation in support of its appeal, and for the Board's consideration in handling other pending appeals of the Planning Commissions' Certification of the Environmental Impact Report for the Central SOMA Plan. There are a few critical facts which should be clear to the Board in its analysis of challenges to the Central SOMA Plan which seek to reduce height or density throughout the Central SOMA area and/or within the city block of 2nd, 3rd, Folsom and Harrison streets (which includes One Vassar):

1. Central SOMA is a transit rich area which is prime for density and building height. It includes not only the Central Subway line and 4th and King Caltrain station, but also the Transbay Terminal. It is the ideal location for growth in San Francisco.
2. Central SOMA allows for a mix of jobs and housing which reduces traffic and warrants increased building height and density. The City should consider heights exceeding, or at least comparable to, those provided in the neighboring plan area, Rincon Hill (which is predominantly residential).
3. The One Vassar site is an ideal location for increased density, as the Plan specifies density at important nodes, including at 2nd and Harrison. One Vassar is also only 0.3 miles from the Transbay Terminal entrance at Second and Natoma, the City's new major transportation hub which will eventually house electrified Caltrain and high speed rail, and 0.3 miles from the Central Subway line entrance at Fourth and Folsom.
4. The targeted environmental attack on the block of 2nd, 3rd, Folsom and Harrison, of which One Vassar is a part, is not warranted. Although opponents argue that this location will increase traffic due to its proximity to the freeway, I-80 and I-280 freeways traverse the plan area. Other key development sites with proximity to the freeway are not targeted for height reductions. The Rincon Hill Plan area also has taller heights close to the freeway.

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Thank you for your consideration of these points.

Respectfully submitted,

A handwritten signature in blue ink that reads "Phillip H. Babich". The signature is written in a cursive style with a large initial 'P' and a long horizontal stroke at the end.

Phillip H. Babich
Reed Smith LLP