

***Emily Jane Rosenberg
777 Fitch Street
Healdsburg, CA 95448***

September 11, 2017

Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: SUPPORT for One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Supervisors,

I am the Trustee for my family trust which owns the property located at 110 Franklin Street, between Oak and Hickory. I am writing to express my strong support for the One Oak project and related Oak Plaza improvements. Given our proximity to the proposed project, my property will directly benefit from the developer's vision for positive transformation of this portion of Hayes Valley. The conversion of this blighted area into a new residential tower and vibrant public space will create a safe place for visitors to and residents of the greater Hayes Valley to gather or walk through to access the Van Ness MUMI Metro station as well as the future Van Ness BRT. I am extremely proud to endorse such a thoughtful, well-designed and civic-minded project.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space.

One Oak has earned the first Platinum GreenTrips Certification from Transform, only the 3rd project of 34 applicants to meet the requirements, and the only condominium project to do so. In addition, BUILD has voluntarily doubled the required Transportation Demand Management measures for the Project.

One Oak will pay nearly \$41 million in City Impact Fees (\$135,000 per unit), possibly the highest per unit contribution of any San Francisco project to date, including over \$26 million for affordable housing that will fund the creation of 72 to 102 BMR units at Octavia Parcels R, S & U, including 16 to 30 residences for homeless youth.

In addition, BUILD will create a Community Facilities District that would fund \$300,000 per year, from One Oak residents, for maintenance, security and repairs of the Plaza for 100 years – a \$30 million gift to this long-neglected intersection.

Clerk of the Board
San Francisco Board of Supervisors
Page 2

In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. One Oak deserves to move forward without additional delay. We hope that the City moves expeditiously to uphold the Project approvals and deny the appeal.

Sincerely,

 Trustee
Emily Jane Rosenberg, Trustee

cc: Lou Vasquez, BUILD Inc.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors: Jalipa, Brent \(BOS\); Lew, Lisa \(BOS\)](#)
Subject: FW: One Oak appeal 9/5/17 meeting
Date: Tuesday, September 05, 2017 1:31:01 PM

From: lgpetty@juno.com [mailto:lgpetty@juno.com]
Sent: Monday, September 04, 2017 6:01 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: One Oak appeal 9/5/17 meeting

Dear San Francisco Supervisors

Re: ONE OAK Items 20-23 Sept. 5, 2017 meeting

I'm writing in support of **appealing** the final EIR report certification for this project.

As a resident who takes the 47 bus and the 49 bus north and south every day, I have experienced the complicated dynamics of this intersection in its current state first hand. To an already traffic-clogged and extremely windy intersection, the further **addition** of One Oak and the Honda property, and other nearby proposals, plus the design of the future MUNI Transit Platforms, and you have the recipe for traffic, pedestrian and bicyclist catastrophe.

As a member of Senior and Disability Action, I'm particularly focused on the daily effects of hundreds more cars and trucks and what we know will be a huge increased wind tunnel effect, added to an already difficult-to-cross intersection. If you can imagine these crossing difficulties, please add to the picture the MTA's Van Ness BRT Transit Platforms. These will be located not on sidewalks, but in the **center of the wide open boulevard**.

Bus riders, particularly seniors and people with disabilities, already to be adversely affected in all weathers by the Platforms, will also be forced to endure more dangerous and extremely unhealthy conditions with traffic and wind effects of two added skyscrapers.

Please keep in mind that this One Oak complex is not going to be built alone in the wilderness like some living room Leggo toy project with no people, vehicles, weather, or surrounding buildings.

One Oak will be built in a very real overcrowded San Francisco. Not enough concern and adjustment for all these elements has been given. This project must not be allowed to continue until a more thorough and complete EIR is done

Thank you,
Lorraine Petty, senior resident & voter of District 5,
member, Senior and Disability Action

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www.netzero.net

From: [Jeremy Pollock](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [Jalipa, Brent \(BOS\)](#); [Lew, Lisa \(BOS\)](#)
Subject: Concerns about One Oak EIR: TNCs, VMT, wind, and parking
Date: Tuesday, September 05, 2017 12:31:01 PM

Supervisors,

I support the construction of the One Oak tower and the broader vision of "the Hub" to make it a dense, residential neighborhood. The Hub represents an exciting opportunity for the City to add housing supply in a central location with excellent access to transit.

But we need to take extra precautions to successfully integrate 9,000 new households into this area without crippling our transportation network. **I am concerned that the Planning department's EIR does a disservice to the One Oak proposal.**

As a long-time member of the San Francisco Bicycle Coalition, and current member of the coalition's board of directors, I am very concerned about the safety of bike riders on Market Street. Please note that the coalition does not have a position on One Oak, and my comments reflect only my opinion. But [the most common concern we've heard from members about our new Strategic Plan](#) is that TNCs are having a negative impact on urban cycling.

I have four main concerns about the One Oak EIR:

- **TNCs:** Planning's failure to measure the impact of TNCs is simply unacceptable. The [SFCTA's recent study](#) show they have significantly changed the way our streets are used. The cumulative impacts of TNCs on all of the planned developments in the Hub must be studied.
- **VMT methodology:** Planning's adoption of a regional threshold of significance for Vehicle Miles Traveled (VMT) has made this important new tool essentially meaningless for analysis of developments in transit-rich areas. Using the same VMT threshold as Walnut Creek and San Jose may meet the legal requirements of SB 743, but it doesn't serve the goals of our transit first city.
- **Wind:** Similarly, Planning may have complied with the City's methodology for analyzing wind impacts, but that methodology needs to be updated to consider impacts on bicyclists. Market Street is the backbone of our bike network, and the wind is already daunting—if not dangerous—on summer afternoon commutes. If we are going to simultaneously grow our city and our bicycle mode share, we need to better understand how wind will impact bicyclists.
- **Parking:** While it is admirable that One Oak proposes a 0.45 parking ratio, we need to do better. The cumulative impact of allowing all of the proposed projects in the Hub to exceed 0.25 parking ratios would contribute to gridlock in this area.

I am concerned that the deficiencies in the EIR—particularly the failure to measure TNCs—put One Oak at legal risk. **I urge you to work with the appellant, project sponsor, and Planning department to negotiate a resolution to this appeal that avoids the potential for legal action while minimizing the impacts of future projects in the Hub to our transportation network.**

From: [Andrew J Oliphant](#)
To: [Lew, Lisa \(BOS\)](#)
Subject: RE: letter of support OneOak development appeal
Date: Thursday, August 31, 2017 5:00:32 PM
Attachments: [AppealOneOak_SupportLetterOliphant.pdf](#)

Sorry attached this time

From: Andrew J Oliphant
Sent: Thursday, August 31, 2017 5:00 PM
To: 'lisa.lew@sfgov.org' <lisa.lew@sfgov.org>
Subject: RE: letter of support OneOak development appeal

From: Andrew J Oliphant
Sent: Thursday, August 31, 2017 4:59 PM
To: 'mailto:lisa.lew@sfgov.org' <<mailto:lisa.lew@sfgov.org>>
Subject: letter of support OneOak development appeal

Dear Ms. Liu,

Please find attached a letter of support for the appeal of the One Oak development EIR.

Yours sincerely, Andrew Oliphant

August 31, 2017

Board President London Breed and Members of the Board of Supervisors
c/o Clerk of the Board of Supervisors
#1 Dr. Carlton B. Goodlett Place City Hall, Room #244 San Francisco, CA 94102-4689

Re: Board of Supervisors September 5, 2017 Meeting Agenda Item: Appeal of California Environmental Quality Act (CEQA) Certification of Final Environmental Impact Report – One Oak Street

Dear President Breed and Members of the Board,

I am writing in support of the above mentioned appeal. I teach and conduct research in urban micrometeorology at San Francisco State University, have lived in San Francisco for 15 years, and make 90% of trips in the city by bicycle. I am writing because I am concerned by the wind impact analysis and the potential impacts of wind on cycling by the proposed development.

The report discusses the possibility of downwash events from exposed building sidewalls and the resulting turbulence from vertical shear, which is accurate. However, it neglects to mention horizontal shear and acceleration around building sides from flow splitting. Downwash is more likely to impact the windward northwestern side of the building. Given the shape and orientation of the building relative to prevailing winds, this horizontal shear is more likely to be the key driver of the wind exceedances found at points 12, 13 and 72. In this case it is likely that acceleration in this area will also occur to the areas immediately adjacent (N and S), especially on the road side to the south away from the frictional effect of the building. This is a busy bike lane with riders typically riding into the wind, yet no mention is made of the obvious implications for the exceedances found next to the bike lane.

Adding wind barriers to prevent down-washing air from impacting pedestrians will not absorb the wind energy but rather transfer it. Although this was not assessed in the wind tunnel study either, theoretically the wind would be deflected into the street immediately adjacent to the wind barriers. This would create additional acceleration and shear-driven turbulence in the street near the curb, precisely where bicyclists ride.

The report states,

“Bicycles – A project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.”

and

“Bicycle conditions were assessed qualitatively as they relate to the project site, including bicycle routes, safety and right-of-way issues, and conflicts with traffic.”

Yet the wind studies suggest the building could create potentially hazardous conditions for bicyclists and wind impacts on cyclists could easily have been quantitatively explored, explicitly through reconfigured test points. I believe this shows bicycle impacts were incompletely studied, despite showing wind exceedances at three points adjacent to a busy bike lane, which suggests that wind impacts from the development could be significant for bicycling.

Yours sincerely,

A handwritten signature in black ink, appearing to read "A. Oliphant". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Andrew Oliphant
1767 Grove Street
San Francisco, CA 94117

From: [Jiro](#)
To: [Lew, Lisa \(BOS\)](#); [Jiro](#)
Subject: One Oak
Date: Thursday, August 31, 2017 4:51:43 PM

3739 17th St

San Francisco

94117

August 31, 2017

Dear Folks,

I am writing to urge the studying of the impact of 1 Oak on the Market street corridor. Currently every day more than 5000 people on bicycles traverse Market street from Van Ness east. Most of those people on bicycles will have to stop at a traffic light and start again between Van Ness and Ninth Street.

Bicycles are highly unstable at slow speeds. At slow speeds people on bicycles are much less stable than people walking. The gusting winds documented by the study of wind impact on pedestrians will affect the people on bikes much more severely.

The winds will cause folks to veer uncontrollably or fall from their bicycles. Given the proximity of many other people on bikes, automobile traffic, curbs, streetcar tracks and potholes, it is extremely likely that there will be injuries and perhaps deaths resulting from these wind blasts at the street level.

It is the established goal of the City and County of San Francisco to promote walking and bicycling as means of everyday transportation. Allowing 1 Oak to affect Market Street in such a detrimental way will reduce the number of people walking and bicycling. Wind blast is very unpleasant. Let's not allow it to be dangerous.

Thank you,

Jiro Yamamoto

From: [Jeremy Pollock](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [Jalipa, Brent \(BOS\)](#); [Lew, Lisa \(BOS\)](#)
Subject: Concerns about One Oak EIR: TNCs, VMT, wind, and parking
Date: Tuesday, September 05, 2017 12:31:02 PM

Supervisors,

I support the construction of the One Oak tower and the broader vision of "the Hub" to make it a dense, residential neighborhood. The Hub represents an exciting opportunity for the City to add housing supply in a central location with excellent access to transit.

But we need to take extra precautions to successfully integrate 9,000 new households into this area without crippling our transportation network. **I am concerned that the Planning department's EIR does a disservice to the One Oak proposal.**

As a long-time member of the San Francisco Bicycle Coalition, and current member of the coalition's board of directors, I am very concerned about the safety of bike riders on Market Street. Please note that the coalition does not have a position on One Oak, and my comments reflect only my opinion. But [the most common concern we've heard from members about our new Strategic Plan](#) is that TNCs are having a negative impact on urban cycling.

I have four main concerns about the One Oak EIR:

- **TNCs:** Planning's failure to measure the impact of TNCs is simply unacceptable. The [SFCTA's recent study](#) show they have significantly changed the way our streets are used. The cumulative impacts of TNCs on all of the planned developments in the Hub must be studied.
- **VMT methodology:** Planning's adoption of a regional threshold of significance for Vehicle Miles Traveled (VMT) has made this important new tool essentially meaningless for analysis of developments in transit-rich areas. Using the same VMT threshold as Walnut Creek and San Jose may meet the legal requirements of SB 743, but it doesn't serve the goals of our transit first city.
- **Wind:** Similarly, Planning may have complied with the City's methodology for analyzing wind impacts, but that methodology needs to be updated to consider impacts on bicyclists. Market Street is the backbone of our bike network, and the wind is already daunting—if not dangerous—on summer afternoon commutes. If we are going to simultaneously grow our city and our bicycle mode share, we need to better understand how wind will impact bicyclists.
- **Parking:** While it is admirable that One Oak proposes a 0.45 parking ratio, we need to do better. The cumulative impact of allowing all of the proposed projects in the Hub to exceed 0.25 parking ratios would contribute to gridlock in this area.

I am concerned that the deficiencies in the EIR—particularly the failure to measure TNCs—put One Oak at legal risk. **I urge you to work with the appellant, project sponsor, and Planning department to negotiate a resolution to this appeal that avoids the potential for legal action while minimizing the impacts of future projects in the Hub to our transportation network.**

Sincerely,

Jeremy Pollock

From: [Steve Kuklin](#)
To: [Jalipa Brent \(BOS\)](#)
Subject: Support Letter for One Oak (Case No. 2009.0159 - 1500-1540 Market Street)
Date: Tuesday, September 05, 2017 11:17:05 AM
Attachments: [20170905 One Oak Support Letters.pdf](#)

Hi Brent,

Please find the attached additional Support Letters for the One Oak Project for Tuesday's hearing on the CEQA Appeal September 5, 2017.

Thank you.

Best regards,

Steve

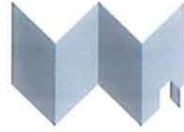
Steven Kuklin :: Senior Development Manager

BUILD:

415 551 7627 O
650 534 4355 M

bldsf.com

315 Linden Street, San Francisco, CA 94102



WIEGEL LAW GROUP
Superior Strategies

September 1, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Supervisors,

I am an attorney with the Wiegel Law Group, PLC. Our firm is real estate litigation boutique based in the heart of Hayes Valley. I am also a member of the board of directors of the Ivy Living Alley Project, a non profit organization comprised of local business leaders and property owners in the Hayes Valley neighborhood. In addition, I have also worked as a research attorney with the Honorable Ernest H. Goldsmith on notable CEQA decisions, such as the Bay View Hunter's Point Redevelopment Project.

I write to express my strong support for the One Oak project and related Oak Plaza improvements and urge the Board to affirm the certification of the One Oak FEIR and deny the pending appeal filed by Jason Henderson.

The people with BUILD are extremely talented. Overall, BUILD's projects tend to reflect and enhance the local character and vitality of each location. With respect to the One Oak project, few projects provide such a grand vision for positive transformation.

Specifically, the One Oak project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

One Oak has earned the first Platinum GreenTrips Certification from Transform, only the 3rd project of 34 applicants to meet the requirements, and the only condominium project to do so. In addition, BUILD has voluntarily doubled the required Transportation Demand Management measures for the Project.

One Oak will pay nearly \$41 million in City Impact Fees (\$135,000 per unit), possibly the highest per unit contribution of any San Francisco project to date, including over \$26 million for affordable housing that will fund the creation of 72 to 102 BMR units at Octavia Parcels R, S & U, including 16 residences for homeless youth.

In addition, BUILD will create a Community Facilities District that would fund \$300,000 per year, from One Oak residents for maintenance, security and repairs of the Plaza for 100 years – a \$30 million gift to this long-neglected intersection.

With regard to the present appeal filed by Mr. Jason Henderson, the contentions stated therein are baseless and purport to impose evaluation standards that are not reasonably feasible. The Planning Department's response to the concerns raised in Mr. Henderson's appeal set forth in detail where these concerns have been addressed in the FEIR as well as point out the flaws in the evaluation methodologies promoted by Mr. Henderson in his appeal.

In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. We hope that the City moves expeditiously to affirm the certification of the FEIR and deny the appeal filed by Mr. Henderson.

Sincerely,



G. Ryan Patrick

cc: Lou Vasquez, BUILD Inc.

August 5, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Supervisors,

I am a resident of Hayes Valley on Hayes Street writing to express my strong support for the One Oak project and related Oak Plaza improvements. I am extremely proud to endorse such a thoughtful, well-designed and civic-minded project. Few projects provide such a grand vision for positive transformation.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

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In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. We hope that the City moves expeditiously to uphold the Project approvals.

Sincerely,



Matthew Stewart
340 Hayes St #208

cc: Lou Vasquez, BUILD Inc.

August 31, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Supervisors,

We are Residents of 100 Van Ness directly across from Hayes Valley writing to express our strong support for the One Oak project and related Oak Plaza improvements. We are extremely proud to endorse such a thoughtful, well-designed and civic-minded project. Few projects provide such a grand vision for positive transformation.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

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In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. We hope that the City moves expeditiously to uphold the Project approvals.

Sincerely,



Ariel Anaya & Jerica Lee

cc: Lou Vasquez, BUILD Inc.

August 30, 2017

San Francisco Board of Supervisors
1 dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project – 1500-1540 Market Street (Case No. 2009.0159)

Dear President Breed and Supervisors,

I am the owner of Bo's Flowers, a local florist shop that has been operating out of a kiosk on the One Oak site since 1984. You may recall that the Board approved Bo's Flowers as a Legacy Business in November 2016. Thank you so much for that honor.

I want to express my support of BUILD's One Oak Project. I have been in this neighborhood for over 30 years, and know firsthand how much the Market-Van Ness area needs to be improved. The One Oak project represents a long overdue investment in one of San Francisco's most prominent intersections, and I am excited by the prospect of being a part of its transformation.

I cannot tell you whether the appellant's claims that the City's data and methodologies are out of date are true, but I believe that the One Oak project will improve this corner in every possible way. It seems to me that the best way to reduce Uber & Lyft demand and swarming at One Oak would be to allow more parking, rather than reducing parking further.

I want to thank the One Oak project team for reaching out to me and thinking creatively and proactively about how to keep my business in the neighborhood by relocating to one of the Oak Plaza kiosks. I have many longstanding, regular customers and the prospect of being able to continue to operate my flower shop near my current location is very important to me. I am thrilled that I will be able to continue to operate my business with minimal interruption, and in much safer and comfortable surroundings. Having operated a successful business in a small-scale retail kiosk in this neighborhood for over three decades, I am confident that my business will continue to thrive in this location, where my current customers will be able to find me.

I strongly encourage the Board of Supervisors to uphold the One Oak project approvals, and allow the project to move forward without further delay. Please deny the unwarranted appeal.

Sincerely,



Bozena Idzkowski
Bo's Flowers

cc: Steve Kuklin, BUILD Inc.
Jared Press, Build Public

LITTLE GEM

August 30, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Supervisors,

I am the owner of Little Gem restaurant in Hayes Valley, writing to express my support for the One Oak project and related Oak Plaza improvements. I am proud to endorse such a thoughtful, well-designed and civic-minded project.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will, in my view, transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

To my knowledge, One Oak has earned the first Platinum GreenTrips Certification from Transform, only the 3rd project of 34 applicants to meet the requirements, and the only condominium project to do so. In addition, BUILD has voluntarily doubled the required Transportation Demand Management measures for the Project.

I'm also told that BUILD will create a Community Facilities District that would fund \$300,000 per year, from One Oak residents, for maintenance, security and repairs of the Plaza for 100 years – a \$30 million gift to this long-neglected intersection.

In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. We hope that the City moves expeditiously to uphold the Project approvals.

Sincerely,



Eric Lilavois
Little Gem

cc: Lou Vasquez, BUILD Inc.

400 Grove
San Francisco, CA 94102

August 22, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Planning Commissioners,

I am a Business Owner of MMclay in Hayes Valley, writing to express my strong support for the One Oak project and related Oak Plaza improvements. I am extremely proud to endorse such a thoughtful, well-designed and civic-minded project. Few projects provide such a grand vision for positive transformation.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

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In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. We hope that the City moves expeditiously to uphold the Project approvals.

Sincerely,

Mary Mar Keenan
Owner/Designer
MMclay

cc: Lou Vasquez, BUILD Inc.

George McNabb
1400 Van Ness Avenue
San Francisco, CA 94109

August 7, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Planning Commissioners,

I am a Business Owner in Hayes Valley/Market Street area and a member of the Hayes Valley Neighborhood Association (HVNA). I am writing to express my strong support for the One Oak project and related Oak Plaza improvements. I am extremely proud to endorse such a thoughtful, well-designed and civic-minded project. Few projects provide such a grand vision for positive transformation.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

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Sincerely,


George McNabb

cc: Lou Vasquez, BUILD Inc.

August 01, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Supervisors,

I am a 30-year resident of San Francisco and a business owner in the City as well. My architecture firm, which focuses on housing -- both market rate and affordable -- is located in Hayes Valley; just a few blocks away from the proposed One Oak Project.

I am writing to express my very strong support for the One Oak project and its related Oak Plaza improvements. This is an extremely well designed, civic-minded project. Few development initiatives provide such a grand vision for positive transformation. I won't go into the extensive list of benefits this project provides and the numerous innovations of its design, as I'm confident this is well covered by others.

I commute by walking to work -- 3 miles from my apartment in the Richmond District -- and I am generally very sympathetic to Mr. Henderson's and Ms. Hestor's desire to see less -- even zero -- parking in new housing developments.

However, high-rise condominium developments are very unique typologies and it is extremely difficult, nigh impossible, for banks to loan on such projects with radically reduced parking. The good news is that we've seen increasing ability to find competitive financing on projects with reduced (or even no) parking for lower-rise projects, but it's still a step-by-step process of continual incremental/patient improvement in this regard.

It is in this context that we need to appreciate the fact that One Oak does, in fact, represent a significant advancement in "parking reduction" for high-rise residential development. As opposed to the nearby NEMA residential high-rise, which has a total 550 underground parking spaces at a ratio 0.76:1, One Oak has only 136 spaces at a greatly reduced ratio of 0.45:1. To date, this is the lowest parking ratio of any high-rise condo proposal in SF.

This site has sat fallow for far too many years; with developers struggling to make it work and, finally, after years and years of hard effort, BUILD appears to have pulled it all together. BUILD has done so much very right with this project and it would be a shame to cripple or scuttle it on this one issue alone. That would be a tragic example of an impatient "perfect" being the inflexible enemy of the "good" -- and the One Oak project is a good project -- a very good project. We shouldn't let this "parking issue" derail it or even delay it a moment further.

In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. I hope that you will move expeditiously to uphold One Oak's Project Approvals -- intact.

Sincerely,



Mark Macy
Principal
Macy Architecture

cc: Lou Vasquez, BUILD Inc.

**M A C Y
A R C H
I T E C
T U R E**



HOWARD PROPERTIES
355 HAYES STREET
SAN FRANCISCO
CALIFORNIA 94102
T: 415.546.0696

July 31 , 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Planning Commissioners,

I am a Principal at Howard Properties in Hayes Valley writing to express my strong support for the One Oak project and related Oak Plaza improvements. I am extremely proud to endorse such a thoughtful, well-designed and civic-minded project. Few projects provide such a grand vision for positive transformation.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

One Oak has earned the first Platinum GreenTrips Certification from Transform, only the 3rd project of 34 applicants to meet the requirements, and the only condominium project to do so. In addition, BUILD has voluntarily doubled the required Transportation Demand Management measures for the Project.

One Oak will pay nearly \$41 million in City Impact Fees (\$135,000 per unit), possibly the highest per unit contribution of any San Francisco project to date, including over \$26 million for affordable housing that will fund the creation of 72 to 102 BMR units at Octavia Parcels R, S & U, including 16 residences for homeless youth.

In addition, BUILD will create a Community Facilities District that would fund \$300,000 per year, from One Oak residents, for maintenance, security and repairs of the Plaza for 100 years – a \$30 million gift to this long-neglected intersection.

In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. We hope that the City moves expeditiously to uphold the Project approvals.

Sincerely,



Benjamin Friend
Howard Properties

cc: Lou Vasquez, BUILD Inc.



July 14, 2017

VIA E-MAIL AND FEDEX

Supervisor London Breed
President, San Francisco Board of Supervisors
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

Re: One Oak Street Project (Case No. 2009.0159E)

Dear Supervisor Breed:

On behalf of the San Francisco Conservatory of Music, I am writing join many of the other neighborhood cultural organizations and community groups in support of the One Oak Street project. Our main campus at 50 Oak Street is located across the street from the project site and will benefit from its development, including the activation of Oak Plaza as a first class public space. The project is beautifully designed and Oak Plaza will soon become an essential community space and hub of the neighborhood.

SFCM appreciates the steps that Build has taken to work with the cultural organizations in the Civic Center neighborhood. Build has designed a project that integrates with and supports a key site in this great area of the City. We look forward to continuing this productive relationship with Build.

We urge the Board of Supervisors to approve the amendments to the General Plan and Zoning Map proposed by Build to allow for the efficient and productive development of the One Oak Street project.

Sincerely,



David H. Stull
President, San Francisco Conservatory of Music

cc: Sandra Lee Fewer, Board of Supervisors
Mark Farrell, Board of Supervisors
Aaron Peskin, Board of Supervisors
Kathy Tang, Board of Supervisors
Jane Kim, Board of Supervisors
Norman Yee, Board of Supervisors
Jeff Sheehy, Board of Supervisors
Hillary Ronen, Board of Supervisors
Malia Cohen, Board of Supervisors
Ahsha Safai, Board of Supervisors
Pamela Duffey, Coblenz Patch Duffy & Bass LLP
John Clawson, Equity Community Builders
Michael Yarne, Build, Inc.

June 13, 2017

Tina Chang & Lily Langlois
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Support for One Oak Tower, Oak Plaza & Adequate Parking

Dear Ms. Chang & Ms. Langlois,

On behalf of SFJAZZ, I want to express our strong support for BUILD's proposed One Oak residential tower and the associated In-Kind Fee Waiver Agreement to develop Oak Plaza. We are located just a block and a half away and our staff, musicians, and patrons will benefit from the creation of a new public open space that will celebrate and promote the neighborhood as a cultural arts district.

Oak Plaza will promote the numerous performing arts institutions in the neighborhood, including SFJAZZ. Our staff are enthusiastic about the potential of using the plaza for performances, particularly our SFJAZZ High School All-Star Ensembles. The new arts plaza, micro-retail kiosks, and ground floor café/restaurant at One Oak will dramatically enhance public life and safety at one of the most important but, currently, least inviting public intersections in our City.

Equally important, we urge the Planning Commission to support the maximum amount of underground parking permitted at One Oak, which we understand is one space for every two dwelling units, or 150 parking spaces. As local surface lots disappear, parking supply has grown scarce and is a challenge for us and other cultural institutions that depend on regional visitors, many from Marin and the Peninsula where transit connections are poor.

Again, we support BUILD's vision to transform one of San Francisco's most prominent intersections with a beautifully designed project that will benefit the neighborhood, as well as the city at large. We encourage the Planning Commission to approve BUILD's project and the associated In-Kind Fee Waiver Agreement.

Sincerely,

Randall Kline
Founder and Executive Artistic Director

cc: Steve Kuklin, Sr. Development Manager, Build Inc.
Jared Press, Program Manager, Build Public



United Brotherhood of Carpenters
and Joiners of America
LOCAL UNION NO. 22

June 6, 2017

President Rich Hillis and Members of the
San Francisco Planning Commission
1660 Mission Street. Ground Floor
San Francisco, CA 94103

RE: One Oak Project — 1500-1540 Market Street, Case #2009.0159

Dear President Hillis and Members of the San Francisco Planning Commission,

I am writing on behalf of the over 3300 members of Carpenters Local Union No. 22 to express our strong support for the One Oak Project and related Oak Plaza In-Kind Agreement. We are proud to be partners in such a well-designed and thoughtful project.

BUILD is a San Francisco based development company that has committed to using a union signatory general contractor and to employ Carpenters Union members in the construction of this project. This commitment will ensure the creation of hundreds of union construction jobs with livable wages and full benefits. It will also create a viable career path for local workers to enter into the Carpenters Union Apprenticeship Program.

Oak Plaza will dramatically enhance public safety and access to the new Van Ness BRT and the existing MUNI Metro Station. To make this vision a reality, we support BUILD's In-Kind Fee Waiver request.

We also support the Project's Conditional Use request for a 0.45 parking ratio which would be the lowest parking ratio ever proposed for a high-rise residential condo tower. In addition, BUILD has offered to double the project's TDM requirements as part of their CU request and limit the ratio to 0.25 if they end up building the project as a rental. Equally important, the project is removing 66 existing surface parking spaces, which means the project is only adding a total of 70 net new (underground) parking spaces to the neighborhood, for a net new ratio of 0.23. For these reasons along with the Project Sponsor's willingness to compromise, we urge the Planning Commission to support this project

In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. We hope that the City moves expeditiously to approve the project.

Sincerely,

Todd Williams
Senior Field Representative

cc: cc: John Rahaim, Director of Planning

sko/opei-u-29-afl-cio

2085 3RD STREET • SAN FRANCISCO, CA 94107
TELEPHONE: (415) 355-1322 • FAX: (415) 355-1422



From: [Andrew J Oliphant](#)
To: [Lew, Lisa \(BOS\)](#)
Subject: RE: letter of support OneOak development appeal
Date: Thursday, August 31, 2017 5:00:32 PM
Attachments: [AppealOneOak_SupportLetterOliphant.pdf](#)

Sorry attached this time

From: Andrew J Oliphant
Sent: Thursday, August 31, 2017 5:00 PM
To: 'lisa.lew@sfgov.org' <lisa.lew@sfgov.org>
Subject: RE: letter of support OneOak development appeal

From: Andrew J Oliphant
Sent: Thursday, August 31, 2017 4:59 PM
To: 'mailto:lisa.lew@sfgov.org' <<mailto:lisa.lew@sfgov.org>>
Subject: letter of support OneOak development appeal

Dear Ms. Liu,

Please find attached a letter of support for the appeal of the One Oak development EIR.

Yours sincerely, Andrew Oliphant

August 31, 2017

Board President London Breed and Members of the Board of Supervisors
c/o Clerk of the Board of Supervisors
#1 Dr. Carlton B. Goodlett Place City Hall, Room #244 San Francisco, CA 94102-4689

Re: Board of Supervisors September 5, 2017 Meeting Agenda Item: Appeal of California Environmental Quality Act (CEQA) Certification of Final Environmental Impact Report – One Oak Street

Dear President Breed and Members of the Board,

I am writing in support of the above mentioned appeal. I teach and conduct research in urban micrometeorology at San Francisco State University, have lived in San Francisco for 15 years, and make 90% of trips in the city by bicycle. I am writing because I am concerned by the wind impact analysis and the potential impacts of wind on cycling by the proposed development.

The report discusses the possibility of downwash events from exposed building sidewalls and the resulting turbulence from vertical shear, which is accurate. However, it neglects to mention horizontal shear and acceleration around building sides from flow splitting. Downwash is more likely to impact the windward northwestern side of the building. Given the shape and orientation of the building relative to prevailing winds, this horizontal shear is more likely to be the key driver of the wind exceedances found at points 12, 13 and 72. In this case it is likely that acceleration in this area will also occur to the areas immediately adjacent (N and S), especially on the road side to the south away from the frictional effect of the building. This is a busy bike lane with riders typically riding into the wind, yet no mention is made of the obvious implications for the exceedances found next to the bike lane.

Adding wind barriers to prevent down-washing air from impacting pedestrians will not absorb the wind energy but rather transfer it. Although this was not assessed in the wind tunnel study either, theoretically the wind would be deflected into the street immediately adjacent to the wind barriers. This would create additional acceleration and shear-driven turbulence in the street near the curb, precisely where bicyclists ride.

The report states,

“Bicycles – A project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.”

and

“Bicycle conditions were assessed qualitatively as they relate to the project site, including bicycle routes, safety and right-of-way issues, and conflicts with traffic.”

Yet the wind studies suggest the building could create potentially hazardous conditions for bicyclists and wind impacts on cyclists could easily have been quantitatively explored, explicitly through reconfigured test points. I believe this shows bicycle impacts were incompletely studied, despite showing wind exceedances at three points adjacent to a busy bike lane, which suggests that wind impacts from the development could be significant for bicycling.

Yours sincerely,

A handwritten signature in black ink, appearing to read "A. Oliphant". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Andrew Oliphant
1767 Grove Street
San Francisco, CA 94117

From: [Jiro](#)
To: [Lew, Lisa \(BOS\)](#); [Jiro](#)
Subject: One Oak
Date: Thursday, August 31, 2017 4:51:43 PM

3739 17th St

San Francisco

94117

August 31, 2017

Dear Folks,

I am writing to urge the studying of the impact of 1 Oak on the Market street corridor. Currently every day more than 5000 people on bicycles traverse Market street from Van Ness east. Most of those people on bicycles will have to stop at a traffic light and start again between Van Ness and Ninth Street.

Bicycles are highly unstable at slow speeds. At slow speeds people on bicycles are much less stable than people walking. The gusting winds documented by the study of wind impact on pedestrians will affect the people on bikes much more severely.

The winds will cause folks to veer uncontrollably or fall from their bicycles. Given the proximity of many other people on bikes, automobile traffic, curbs, streetcar tracks and potholes, it is extremely likely that there will be injuries and perhaps deaths resulting from these wind blasts at the street level.

It is the established goal of the City and County of San Francisco to promote walking and bicycling as means of everyday transportation. Allowing 1 Oak to affect Market Street in such a detrimental way will reduce the number of people walking and bicycling. Wind blast is very unpleasant. Let's not allow it to be dangerous.

Thank you,

Jiro Yamamoto

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors: Jalipa, Brent \(BOS\); Lew, Lisa \(BOS\)](#)
Subject: FW: Appeal of the Certification of the Final Environmental Impact Report for One Oak Street (1500–1540 Market Street), Motion 19938, Case No. 2009.0159E
Date: Thursday, August 31, 2017 11:37:38 AM
Attachments: [One Oak EIR appeal.pdf](#)

From: tesw@aol.com [mailto:tesw@aol.com]
Sent: Thursday, August 31, 2017 11:10 AM
To: Breed, London (BOS) <london.breed@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Appeal of the Certification of the Final Environmental Impact Report for One Oak Street (1500–1540 Market Street), Motion 19938, Case No. 2009.0159E

See attached letter, pasted in below.

D5 Action

August 30, 2017

To: London Breed, President, and Members of the San Francisco Board of Supervisors

Cc: Angela Calvillo, Clerk of the Board of Supervisors

From: Tes Welborn, D5 Action Coordinator

Re: Appeal of the Certification of the Final Environmental Impact Report for One Oak Street (1500–1540 Market Street), Motion 19938, Case No. 2009.0159E

Dear President Breed and Supervisors,

D5 Action urges you to uphold Jason Henderson's appeal against the certification by the Planning Commission of the Environmental Impact Report for the proposed One Oak Street Project.

The EIR fails to adequately analyze a number of areas that will have major impacts on San Francisco residents and visitors on this major intersection of Market Street and Van Ness Avenue. The EIR would also set precedent not only for the HUB area and its projected up to 10,000 new residents, but for all of San Francisco.

INADEQUATE ANALYSIS OF WIND IMPACTS

The analysis of wind impacts in the DEIR entirely ignores the effects of the project and any proposed mitigation measures on key groups such as seniors, people with disabilities and cyclists. Indeed, the wind effects are projected to be so severe as to endanger small adults and children.

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Response WI-2 in the Final EIR discounts any need to specifically analyze the specific effect on seniors, people with disabilities or cyclists, and asserts that the original analysis was sufficient. This omission means that we have no real understanding of the actual hazard that the project will cause for cyclists using the city's busiest bike-commuting route, which runs along Market Street right next to the development, and is used by 2,500+ commuters daily, many of them residents of the Haight Ashbury.

The City has a policy of encouraging bicycle ridership: witness the vast humber of Ford Bike Share installations and new and proposed dedicated bike lanes. I have personally observed many tourists using bicycles around the city. These visitors, along with residents, would be put at risk without a proper wind analysis – which this EIR lacks.

We are disturbed to see that the summarized wind study results on page 4.D.18 indicate that the project will create wind exceeding the hazard criteria for even able-bodied people at test point 57 (in the western crosswalk across Market Street at Van Ness Avenue. This is a heavily-used pedestrian crosswalk near multiple transit stops across the city's major artery. Where a project causes a wind speed rated as a hazard, this is deemed a significant impact under CEQA. The San Francisco Planning Code Section 148 stipulates that "No exception

shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.” The project clearly causes winds to reach hazard level at test point 57 where they do not do so currently. The EIR also creates a bogus interpretation of San Francisco Planning Code, “no net increase,” that must be corrected.

For these reasons, the EIR inadequately analyses the additional hazard created by the development and must be rejected by the Board of Supervisors.

INADEQUATE ANALYSIS OF VMT

The EIR’s approach to analysis of per capita vehicle miles traveled (VMT) relies on several mistaken assumptions.

The development analyzed in the EIR provides 0.50 parking spaces per unit, rather than the 0.25 spaces per unit specified by the Market and Octavia Plan. The developers have clearly stated that they need a ratio of 0.44–0.50 spaces per unit in order to achieve their desired profitability. San Francisco’s Planning Department should be looking at the needs of San Francisco first, not that of developers. And over 200% of goals for market-rate, or luxury housing, has been met for years to come. San Francisco’s goal for low and moderate income housing stands about 20%. The Planning Department should be advocating for the production of low and moderate income housing by all means possible, including city financing.

The buyers of these luxury condominiums, when these units are occupied, will be using private vehicles and TNC vehicles, based on the experience of other luxury developments.

Despite this, the VMT analysis makes excessive assumptions about future residents’ likely use of public transit. In reality, given the Planning Commission’s perverse decision to grant conditional use authorization for 0.50 parking spaces per unit, the VMT assumptions in the EIR cannot be justified and the analysis must be reworked.

More broadly, the San Francisco Planning Department’s approach to VMT analysis under CEQA is fundamentally flawed because it relies on comparing development-estimated VMT to the regional average for the nine Bay Area counties. The existing density of San Francisco and availability of transit imply that almost any new development in San Francisco can be shown to have lower VMT than the average for an area that includes counties such as Solano, Sonoma and Santa Clara. As implemented by the Planning Department it is virtually impossible for a development in San Francisco to be rated as causing a significant transportation impact based on VMT. This interpretation sets a major precedent.

The Planning Department’s decision on how to adopt statewide guidance from the California Office of Planning and Research is entirely arbitrary and does not reflect the principles of CEQA. It is hard to imagine how any project in San Francisco could be found to create a significant traffic-based impact when compared to a VMT per capita level based on a vast region of California. This would set a terrible precedent in a city already overwhelmed by automobile traffic. Incorrectly, the EIR assumes that this unusual interpretation holds true and for this reason the EIR is not adequate.

The EIR Traffic Analysis should have assessed the project’s impact based on San Francisco VMT figures and not purely regional VMT.

- The EIR Traffic Analysis should be reworked to assess the net impact of the project on VMT within the study area.
- The analysis should account for the reasonably foreseeable high rate of commuting trips by private vehicle from the project site to and from the Peninsula and South Bay.
- The analysis should include a more comprehensive examination of traffic flow and the impact of

vehicle trips to and from the project site on nearby transit, bike, car, and pedestrian traffic. This is compatible with the state's revised traffic analysis guidelines, as any disruption to the many busy commuter routes is likely to cause significant environmental impact.

INADEQUATE ANALYSIS OF TRAFFIC AND SAFETY IMPACTS DUE TO TNCs AND DELIVERIES

The EIR's traffic analysis is based on the *2002 Transportation Impact Analysis Guidelines for Environmental Review*, which are essentially a minor revision of the original 1991 guidelines, **based on 1990 data**. It makes no substantive attempt to account for the changes since 1990 in the type and level of traffic flow along the city's two primary arteries that would be generated by the residents of a 310-unit luxury condominium building.

Any reasonable person would recognize substantial differences between traffic flows between 1990 and 2017 caused by factors such as:

- The massive boom in transportation network companies (TNCs) such as Uber and Lyft. Their impact on traffic has been ignored in this EIR.
- The huge growth in online commerce and related rise in package deliveries. Many of these deliveries would be performed by a wide range of delivery companies. Based on current practices, many if not most residential deliveries are attempted between 3pm and 7pm, which is the peak of evening commuter traffic. Despite the loading zone on Oak Street, these deliveries will cause a significant impact on traffic along Market Street and Van Ness Avenue. However, the EIR fails to analyze this.
- Double-parking caused by the many deliveries, and by visitors. It is to be expected that the 600+ residents of a 310-unit luxury building are likely to place an above-average number of deliveries of food, goods, and services. These deliveries will regularly result in drivers parking illegally and double parking along Market and Van Ness, thereby blocking bikes, transit and other private vehicles, and creating hazards for pedestrians. Despite the potential of illegally parked delivery vehicles to imperil pedestrians and cyclists and to create frequent gridlock, none of this is analyzed in the EIR.

D5 Action seeks correction and proper mitigation for One Oak's EIR. We do favor the analyzed alternate of 100% rental housing. We ask the Board of Supervisors to uphold this appeal, invalidate the Planning Commission's certification, and direct them to revise the EIR to address these serious issues.

Cordially,



Teresa M. Welborn

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D5 Action seeks correction and proper mitigation for One Oak's EIR. We do favor the analyzed alternate of 100% rental housing. We ask the Board of Supervisors to uphold this appeal, invalidate the Planning Commission's certification, and direct them to revise the EIR to address these serious issues.

Cordially,

Teresa M. Welborn

From: [Smokey Bear](#)
To: [Lew, Lisa \(BOS\)](#)
Subject: One Oak Appeal support
Date: Thursday, August 31, 2017 10:53:27 AM

Dear Ms. Lew,

I am writing to express support for the appeal of the One Oak project. I live at Opera Plaza (Van Ness and Golden Gate) and One Oak will have a direct impact on me. I think that the EIR was certified without really evaluating the traffic impacts. I expect a large development at One Oak, and I am NOT AT ALL opposed to developing the site. Van Ness and Market is one of the best intersections in the City to develop with large buildings - because it's served by transit.

My opposition to One Oak is this: I've been waiting my entire life to ride fast, reliable transit in San Francisco. I don't drive. I have never owned a car. I can vouch that living at Van Ness and Market without driving is not just possible, it's the only sane option. And I am very concerned that so much induced automobile traffic at One Oak will ruin the Van Ness BRT, which I am excited to see happening, and render it useless. And then, after a LIFETIME, 5 decades, of waiting for better MUNI, better MUNI will turn out to be a pipe dream - again. How awful.

Anna Sojourner
601 Van Ness Ave., Apt 852
SF 94102

From: [gushernandez1](#)
To: [Lew, Lisa \(BOS\)](#)
Subject: Support for Appeal of One Oak
Date: Thursday, August 31, 2017 8:01:09 AM

Dear San Francisco Board of Supervisors,

Affordable Divis supports the appeal of One Oak and supports the request to require the project to meet the parking requirements of the Market Octavia Better Neighborhoods Plan.

The Market Octavia Plan is the result of years of community input and was created with a neighborhood-centric approach to planning, like Affordable Divis' own Divisadero Community Plan. The Market Octavia Plan sets low parking ratios to encourage use of existing Muni stations and bus lines.

Instead of following the Better Neighborhoods Plan, this project is proposing to add to congestion and pollution by encouraging automobile use and ownership. This will not create a better neighborhood.

Please support the appeal to reduce the environmental impact of this project:

- Set the parking ratio of One Oak to 0.25:1 as required by Planning Code, Market and Octavia Better Neighborhoods Plan.
- Restrict parking valet operation on weekdays to discourage driving to work.
- Direct Planning to analyze current transportation demand.
- Require an independent study to analyze the relationship between providing parking, housing affordability, and the feasibility of new housing.

Thank you,

Gus Hernandez
Chair
Affordable Divis

From: [Neighbors United](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: Support of the appeal of One Oak
Date: Thursday, August 31, 2017 12:01:49 AM
Attachments: [Neighbors United Letter in Support One Oak Appeal.pdf](#)

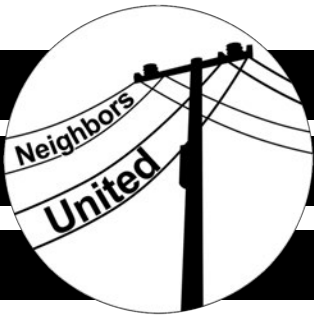
Hi Brent,

Please submit the attached letter from Neighbors United for consideration for Tuesday's hearing on the appeal of the project at One Oak.

Thank you so much,

Jennifer Snyder

Coordinator, Neighbors United



August 31, 2017

**Via Email: Brent Jalipa, Legislative Clerk,
brent.jalipa@sfgov.org**

**Board of Supervisors
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102**

Dear President Breed and Supervisors:

I write on behalf of Neighbors United to express our support for Jason Henderson's appeal of the proposed development project at One Oak. We appreciate Mr. Henderson's leadership on the important issues raised in his appeal.

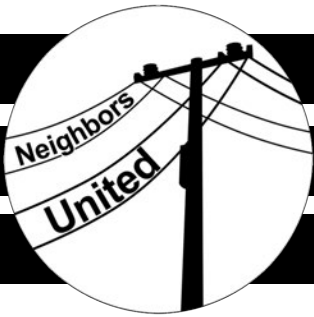
Neighbors United is a progressive organizing group with roots in District 5. We work to build solidarity among neighbors, stop the corporate takeover of our neighborhoods, address crucial housing and transportation needs, and hold political leaders accountable to their constituents.

We are deeply disturbed by the City's ongoing tendency to give away development rights without regard to the impact on our communities or the needs, particularly the affordable housing needs, of residents. In this letter, we highlight the specific reasons that this CEQA appeal should be granted.

Build Inc. proposes to build a 40-story tower with 304 market-rate condominiums and 136 underground valet parking spaces at the intersection of Van Ness, Market, and Oak Streets. The Market and Octavia Better Neighborhoods Plan permits 73 parking spaces at the site. Planning approved a near-doubling of parking to 136 spaces. Planning did not adequately study the transit impacts of this project (explained further below) and the impacts will ripple through District 5 and beyond.

This project tests whether the city will be a rubber stamp for massive developments or engage in a full analysis of the impacts of this kind of development, particularly on public transit, pedestrians, and cyclists.

We will not repeat many of the detailed and cogent arguments raised in the appellant's brief. We believe the appeal should be upheld for the following three reasons:



1- The commission doubled the parking¹ despite community objections. "Transit-oriented developments" such as One Oak have been granted greater density because of their central location, so it makes no sense to add more cars there. Yet the city refused to do a detailed study of traffic and parking impacts on Muni. We are particularly concerned that nine bus lines -- including the 6 and 7 -- pass this already congested intersection. These lines will likely grind to a halt, a possibility that is at least worthy of study, and CEQA requires nothing less.

2- The project will create wind tunnels that endanger thousands of cyclists who commute on Market. City officials refused to examine the hazard to cyclists. Ignoring a problem doesn't solve it. This is particularly problematic along Market & Van Ness which is increasingly becoming a wind tunnel already -- an issue that will be exacerbated by this project.

3- The city fails to analyze how TNCs (Uber/Lyft) and e-commerce deliveries will add to existing traffic gridlock in the area. The project won't mitigate these impacts, even as traffic congestion in the heart of the city continues to worsen. We are stunned by the use of outdated information and the disregard of the serious congestion and MUNI interference that will result from this project, and the failure to study and mitigate these impacts. Planning even admits that "it is difficult if not impossible to know the TNC impacts." Challenging though it may be, it cannot simply be ignored, especially as tens of thousands of these vehicles are on the streets and interfering with MUNI and other forms of transportation.

SF residents are tired of developers dropping giant, luxury buildings into our neighborhoods without concern for the people who live here. Developers who will earn millions on such projects can surely afford to meet the needs of our communities with regards to affordability, transit, and the environment.

We are pleased to join with the Hayes Valley Neighborhood Association, the Haight Ashbury Neighborhood Council, Affordable Divis, the Sierra Club, and the San Francisco Tenants Union to urge you to support this appeal.

Thank you for your consideration of these comments.

Sincerely,

Jen Snyder, Coordinator, Neighbors United

and Neighbors United Steering Committee in Full.

¹ The affordability of the project is already woefully inadequate. Not only does the project include zero units of affordable housing onsite, but by doubling the parking, the project will be even less affordable. The developer admits that if they include less parking, it would cause them to eliminate high-end amenities and offer rental housing instead of condos.

From: [Jennifer Fieber](#)
To: [Jalipa, Brent \(BOS\)](#)
Subject: One Oak Appeal - Letter of support for public packet
Date: Wednesday, August 30, 2017 12:48:01 PM
Attachments: [One Oak Letter.doc](#)

Dear Legislative Clerk,

Please include our support of the One Oak project and pass to be passed on to the BOS.

Thanks,

Jennifer Fieber

S A N • F R A N C I S C O
T E N A N T S • U N I O N

558 Capp Street • San Francisco CA • 94110 • (415)282-6543 • www.sftu.org

Aug 21, 2017

RE: Support of One Oak Appeal

Dear Members of the Board of Supervisors:

I write in support of the appeal of One Oak Development and want to echo the concerns against allowing increased parking as a luxury amenity as well the lack of real study on public transit and bicycling.

One Oak lies in one of the most transit rich corners. As a current resident of Bernal Heights, where my only public bus option is a 10 minute walk and scheduled every 20 minutes (and as a former resident of transit-utopia New York City), I am quite jealous of the transit options that One Oak residents will have. I would never own a car if I was fortunate enough to live there.

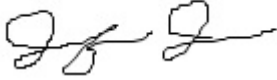
Luxury parking makes housing within more expensive. One Oak's sales prices will put this housing way out of reach for most current residents. One Oak's developer admit that without additional parking allowances they would choose to create more rental housing which we desperately need. This means more **on-site housing** rather than tenants waiting for in-lieu of fees to maybe one-day turn into rental stock.

San Francisco should be a model of smart, transit-oriented planning for a global warming-concerned future. The latest One Oak plans instead sends the message that we allow for the convenience of a wealthy few, rather than the benefit of the many with planning sensitive to ecological transit goals. One condo owner's Lexus parking spot is apparently more important than their contribution to gridlock for everyone else as that owner circles complicated one-way blocks to get into the parking garage.

The city also refused to study the wind effects of this building for bicyclists before approving. As a bicyclist myself, I often experience the terrifying cyclone at the intersection of Polk and Hayes when I am tossed around like a rag doll trying to remain in the bike lane. To ignore the effects of wind and bicyclist safety on a street with speeding cars rushing through arterial streets, is frankly irresponsible. Again, the city needs to do more to protect current residents than appease developers of luxury condos and their wealthy clientele.

Existing at sea level, let's make San Francisco a bellwether of sensitive, equitable planning.
Ignoring problems or study doesn't make the problems go away.

I thank you for your time,

A handwritten signature in black ink, appearing to read 'Jennifer Fieber', with a long horizontal flourish extending to the right.

Jennifer Fieber
Political Campaign Director

From: [Rupert Clayton](#)
To: [Jalipa, Brent \(BOS\)](#); [Calvillo, Angela \(BOS\)](#)
Subject: HANC submission in support of appeal of One Oak EIR (Case No. 2009.0159E, for hearing September 5, 2017)
Date: Tuesday, August 29, 2017 3:27:42 PM
Attachments: [HANC One Oak appeal letter 2017.08.29.pdf](#)

Dear Angela Calvillo and Brent Jalipa,

Please find attached a letter from the Haight Ashbury Neighborhood Council in support of the appeal against certification of the EIR for the One Oak Street development (Case No. 2009.0159E) that will be heard by the board on September 5, 2017. Please include this letter in the briefing packet for the supervisors and all parties, and as part of the public record in this case.

I would be grateful if you would confirm receipt of this letter via email.

Kind regards,

Rupert Clayton
Land Use Chair, Haight Ashbury Neighborhood Council
[415.786.9941](tel:415.786.9941)

HAIGHT ASHBURY NEIGHBORHOOD COUNCIL

August 29, 2017

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To: London Breed, President, and
Members of the San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

Cc: Angela Calvillo, Clerk of the Board of Supervisors

From: Rupert Clayton
Housing and Land Use Chair
Haight Ashbury Neighborhood Council
landuse@hanc-sf.org

Re: Appeal of the Certification of the Final Environmental Impact Report for
One Oak Street (1500–1540 Market Street), Motion 19938, Case No.
2009.0159E

Dear President Breed and Supervisors,

The Haight Ashbury Neighborhood Council urges you to uphold Jason Henderson's appeal against the certification by the Planning Commission of the Environmental Impact Report for the proposed One Oak Street Project.

The EIR fails to adequately analyze several areas that will have a significant impact on San Francisco residents and the environment we share, and its certification must therefore be reversed in order that these deficiencies can be addressed. **We lay out the primary CEQA deficiencies below, but would also like to make clear that revising the EIR provides a great opportunity for the developer to amend the current luxury housing project to better address San Francisco's need for moderate-income housing.**

INADEQUATE ANALYSIS OF WIND IMPACTS

As HANC noted in our January 9, 2017 comments on the draft EIR (DEIR) "the analysis of wind impacts in the DEIR entirely ignores the effects of the project and any proposed mitigation measures on key groups such as seniors, people with disabilities and cyclists. For this reason, the DEIR is inadequate in its current form."

Response WI-2 in the Final EIR discounts any need to specifically analyze the specific effect on seniors, people with disabilities or cyclists, and asserts that the original analysis was sufficient. **This omission means that we have no understanding of the actual hazard that the project will cause for cyclists using the city's busiest bike-commuting route**, which runs along Market Street right next to the development, and is used by 2,500+ commuters daily, many of them residents of the Haight Ashbury.

The site's location at Market and Van Ness means that the effect of increased wind on cyclists is particularly important to study. However, **neither Section 4.C nor Section 4.D of the EIR provides any analysis of the effect of wind on cyclists**, such as the increased risk of cyclists being blown into vehicle traffic, or the potential reduction in bike usage due to people avoiding increasingly frequent street-level winds.

Neither do we have any analysis of the actual hazard to elderly or disabled pedestrians crossing Market Street or Van Ness Avenue, despite the fact that the project's own wind analysis shows that it increases the frequency of hazardous wind in these locations. The project is located these two major transit arteries, is within three blocks of City Hall and is close to many city offices and arts venues. For these reasons, the surrounding sidewalks and streets are used regularly by many people with limited mobility. Again, this group includes many Haight Ashbury residents. Despite this setting, **Section 4.D of the EIR contains no analysis of the effect of increased wind on seniors and disabled people.**

HANC was particularly alarmed to see that the summarized wind study results on page 4.D.18 indicate that the project will create wind exceeding the hazard criteria for even able-bodied people at test point 57 (in the western crosswalk across Market Street at Van Ness Avenue. This is a heavily used pedestrian crosswalk near multiple transit stops across the city's major artery. Where a project causes a wind speed rated as a hazard this is deemed a significant impact under CEQA, and the San Francisco Planning Code Section 148 stipulates that "No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year." The project clearly causes winds to reach hazard level at test point 57 where they do not do so currently. **For this reason, the EIR inadequately analyses the additional hazard created by the development and must be amended to find the wind impact to be significant.**

The EIR states that the project results in "no net increases in the number of test points that would exceed the hazard criteria" [4.D.17] and uses this "no net increase" criterion to conclude that "the proposed project would not alter wind in a manner that substantially affects public areas." By inventing this "net increase" standard, the EIR wrongly interprets SF Planning Code Section 148 as exempting projects that create hazard-level winds in some places and reduce them in others. This interpretation would allow any developer to create new wind hazards and offset them by choosing sufficient testing points in areas where wind is reduced. This is plainly not the intent of either CEQA or the San Francisco Planning Code.

The current wind analysis is therefore deficient in many respects and it is the duty of the Board of Supervisors to reject certification of the EIR.

INADEQUATE ANALYSIS OF VMT

The EIR's approach to analysis of per capita vehicle miles traveled (VMT) relies on several mistaken assumptions.

The development analyzed in the EIR provides 0.50 parking spaces per unit, rather than the 0.25 spaces per unit specified by the Market and Octavia Plan, and the developers have clearly stated that they seek a ratio of 0.44–0.50 spaces per unit in order to command sufficiently high sale prices to achieve their desired profitability. Essentially, we are looking at a development of largely luxury apartments where around half of the 310 units will have access to private vehicles and a great deal of residents' remaining travel will be via TNC vehicles (essentially another single-occupancy auto transport mode in most cases).

Despite this, the VMT analysis makes excessive assumptions about future residents' likely use of public transit. Were the development to be restricted to 0.25 parking spaces per unit or less, and were it to include a significant portion of on-site inclusionary units, then it would be reasonable to forecast significant transit use at such a well-

served intersection. In reality, given the Planning Commission's perverse decision to grant conditional use authorization for 0.50 parking spaces per unit, **the VMT assumptions in the EIR cannot be justified and the analysis must be reworked.**

More broadly, the San Francisco Planning Department's approach to VMT analysis under CEQA is fundamentally flawed because it relies on comparing development-estimated VMT to the regional average for the nine Bay Area counties. The existing density of San Francisco and availability of transit imply that almost any new development in San Francisco can be shown to have lower VMT than the average for an area that includes counties such as Solano, Sonoma and Santa Clara. As implemented by the Planning Department it is virtually impossible for a development in San Francisco to be rated as causing a significant transportation impact based on VMT, even if future occupants are projected to have significantly worse per-capita VMT scores than the city average, and even if the congestion and transit delays caused by the development significantly increase greenhouse gas emissions overall.

The Planning Department's decision on how to adopt statewide guidance from the California Office of Planning and Research is entirely arbitrary and does not reflect the principles of CEQA. The OPR guidelines were amended at a late stage so that "a project that generates greater than 85 percent of regional per capita VMT, but less than 85 percent of city-wide per capita VMT, would still be considered to have a less than significant transportation impact". [OPR Revised Proposal for Implementing SB 743, page III:23] The intent is clear that this change is to avoid penalizing projects that incrementally improve VMT outside of metropolitan centers.

There is no indication that OPR intended to favor the converse interpretation: that a project has a less than significant transportation impact if it exceeds 85 percent of city-wide per capita VMT so long as it generates less than 85 percent of regional per capita VMT. Indeed, if this converse interpretation were to be adopted (in which per capita VMT for San Francisco becomes irrelevant), it is hard to imagine how any project in San Francisco could be found to create a significant traffic-based impact when compared to a VMT per capita level based on a region that stretches from Cloverdale and Vacaville to Gilroy. **Incorrectly, the EIR assumes that this converse interpretation holds true and for this reason the EIR is not adequate.** [EIR page 4.C.35 note 23]

The EIR Traffic Analysis should have assessed the project's impact based on San Francisco VMT figures and not purely regional VMT. It is important that new projects contribute to San Francisco's positive effect on regional VMT, rather than promote a regression to the mean. To this end:

- The EIR Traffic Analysis should be reworked to assess the net impact of the project on VMT within the study area.
- The analysis should account for the reasonably foreseeable high rate of commuting trips by private vehicle from the project site to and from the Peninsula and South Bay.
- The analysis should include a more comprehensive examination of traffic flow and the impact of vehicle trips to and from the project site on nearby transit, bike and car traffic. This is compatible with the state's revised traffic analysis guidelines, as any disruption to the many busy commuter routes is likely to cause significant environmental impact.

INADEQUATE ANALYSIS OF TRAFFIC AND SAFETY IMPACTS DUE TO TNCs AND E-COMMERCE DELIVERIES

The EIR's traffic analysis is based on the *2002 Transportation Impact Analysis Guidelines for Environmental Review*, which are essentially a minor revision of the original 1991 guidelines, based on 1990 data. It makes no substantive attempt to account for the changes since 1990 in the type and level of traffic flow along the city's two primary arteries that would be generated by the residents of a 310-unit luxury condominium building. Any reasonable person would recognize substantial differences between traffic flows between 1990 and 2017 caused by factors such as:

- The advent and massive boom in transportation network companies (TNCs) such as Uber and Lyft. **The DEIR made no mention of TNCs whatsoever, and the Final EIR simply states that TNC traffic is not analyzed.**

- The huge growth in e-commerce and concomitant rise in package deliveries to rental addresses. It would be reasonable to assume that each weekday 80%+ of these luxury units would generate at least one delivery, and that many units would have multiple deliveries. These deliveries would be performed by a wide range of shipping companies. Because One Oak would be a residential address, it is likely that most deliveries will be attempted between 3pm and 7pm, during the peak of evening commuter traffic. Even if the building has a loading zone on Oak Street, **any reasonable person would foresee these deliveries causing a significant impact on traffic along Market Street and Van Ness Avenue. However, the EIR fails to analyze this.**
- Double-parking caused by the many other deliveries. It is to be expected that the 600+ residents of a 310-unit luxury building are likely to place an above-average number of orders for every other type of deliverable item and service, from takeaway meals to dry cleaning. Each one of these deliveries will require a separate contractor to visit One Oak, and many of these will have no knowledge of whatever provision is made for delivery drop-offs on Oak Street. Consequently, these deliveries will regularly result in drivers parking illegally along Market Street and Van Ness Avenue, thereby blocking bikes, transit and other private vehicles. **Despite the potential of illegally parked delivery vehicles to imperil pedestrians and cyclists and to create frequent gridlock, none of this is analyzed in the EIR.**

The use of 26-year-old data and methods to analyze the traffic impacts of a luxury-apartment building at the intersection of the busiest streets in the nation's second-most-densely populated city is a clear indication of the inadequacy of this EIR and why certification must be rejected by the board.

To be clear, in pointing out these areas where the EIR fails to adequately analyze the project's environmental impacts, HANC is not seeking to prevent redevelopment of this site. We merely want to ensure that the potential impacts of the development under CEQA are properly analyzed so that the city's elected and appointed decision-makers can act in full knowledge of the consequences to our environment.

We urge the board to uphold this appeal, invalidate the Planning Commission's certification of the EIR and direct that the report be revised to address the failings we have raised.

Sincerely,



Rupert Clayton
HANC Housing and Land Use Chair

From: [Jason M Henderson](#)
To: gailbaugh40@gmail.com; [Jalipa, Brent \(BOS\)](#)
Subject: HVNA Letter on One Oak - Revised
Date: Tuesday, August 29, 2017 1:24:35 PM
Attachments: [2017 HVNA One Oak EIR appeal.doc](#)

Gail

Thanks for pulling this letter together. I have made some revisions to align the language and vocabulary with the planning department. There are many more details that could be added, but you touch on the main points and this should be sufficient to show support from HVNA.

When you send to the Clerk of the Board Jalipa, Brent (BOS) <brent.jalipa@sfgov.org> please cc me or bcc me.

thank you!

-jh

--

Jason Henderson
San Francisco CA
94102

The Hayes Valley Neighborhood Association | HVNA logo features a background image of a green, textured field, possibly a vineyard or agricultural landscape. The text "The HAYES VALLEY Neighborhood Association | HVNA" is overlaid in a white, serif font.

August 28, 2017

London Breed, President, and San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

Cc: Angela Calvillo, Clerk of the Board of Supervisors

Re: Appeal of the Certification of Final Environmental Impact Report for One Oak Street

Dear President Breed and the Supervisors,

The Hayes Valley Neighborhood Association **supports the appeal** of the Certification of the One Oak EIR. Our board of directors met and discussed the issues documented in letters addressed to the Planning Department and Planning Commission on January 5 2017 (DEIR Public Comment) and May 26 2017 (June 15 Commission Hearing). The concerns raised in those letters were not satisfactorily addressed in the Response to comments and we reiterate them briefly here:

1. **Wind impacts on bicyclists are not studied.** The EIR does not inform the public about potential wind hazards to cyclists and potential mitigations. The Response to Comments are dismissive and cavalier about cycling and wind hazards. With thousands of new cyclists encouraged to use Market Street, the city is not doing due diligence.
2. **Traffic flow to Oak from Van Ness is not adequately understood in the EIR.** Unregulated for-hire car service is adding to congestion throughout the city but especially in the Northeast section, and even more so in the Van Ness Corridor. The EIR does not consider the volume of TNC's and taxis that may inundate Oak Street from Van Ness. It may also contribute to congestion on Van Ness. The City needs adequate data to understand these impacts and to understand how to mitigate.
3. **Traffic flow management for residents' cars, in the loading/queueing curbside adjacent to the entrance to the building is unclear.** TNCs and e-commerce deliveries will be using the same space that cars queuing for the valet will use. That will lead to localized congestion and potential hazards to pedestrians using Oak Street.
4. **The VMT threshold used should fit the site.** Our city is 7 x 7 miles, yet the VMT threshold used in the EIR is 14.6 per capita daily VMT. 14.6 miles is a significant increase over the 3.5 daily per capita VMT of the One Oak area. The standards should fit the site, and the city should revise how it analysis VMT to reflect this.

5. **Cumulative impacts on Oak.** The EIR did not adequately study traffic flow, commercial deliveries, events, and keeping pedestrians safe in the Oak Plaza within Oak Street. Activity for the new high rise now under construction (1554 Market St), events at the Conservatory of Music, and further planned development coming to Oak and Franklin have not been studied for their impact on this planned Plaza at the entrance to Oak Street from Van Ness. The proposed 10 South Van Ness project and its wind, TNC, and e-commerce delivery impacts must also be part of the cumulative impacts analysis

HVNA believes that the criteria used to analyze the environmental impact for this area is outdated and does not address existing concerns not mentioned in the EIR criteria used to assess the environmental impact of this development. We support dense development within the Market/Octavia Better Neighborhood Plan. We support a mix of affordable and market rate housing at this dense location so this new community of 15,000-20,000 new residents can live and work in our city. But the impact of this dense development must recognize the impacts facing our citizens.

Sincerely,

Gail Baugh
President, Hayes Valley Neighborhood Assn
Gailbaugh40@gmail.com 415-265-0546

From: [Theresa Flandrich](#)
To: [Jalipa Brent \(BOS\)](#)
Subject: Planning Case # 2009.0159E 1500-1540 Market Street
Date: Tuesday, August 29, 2017 12:29:45 PM
Attachments: [One Oak Street Project Letter.doc](#)

Please find One Oak Street project appeal support letter, as an attachment here.

Thank you kindly,

--

Theresa Flandrich
theresa@sdaction.org



1360 Mission St., Suite 400
San Francisco, CA 94103
415-546-1333
www.sdaction.org

San Francisco Board of Supervisors

Re: One Oak Street Project Appeal

Dear Supervisors,

This letter is in regards to the One Oak Street Project. Senior and Disability Action advocates for seniors and people with disabilities and works to make San Francisco inclusive to all. We have issues in regard to the proposed development that we would like to bring to your attention.

The effects of wind:

With the construction of the proposed building, the winds that will hit the intersection of Market and Van Ness will kick up something fierce. Another possible development replacing the Goodwill building, and others heading for the pipeline nearby, will only add to this wind force. The project is planning to provide awnings to shield sidewalk pedestrians. But what will happen to pedestrians who are negotiating the busy streets with nothing to hold on to? For seniors and disabled people with mobility issues—many of whom negotiate this area to shop, utilize public transit, cabs, para-transit etc., the wind can spell disaster. Falls are a leading cause of fatalities and serious injuries among older Americans. Many seniors are frail and vulnerable to heavy winds. One of our organization members was recently injured due to a fall caused by heavy wind gusts. She spent 2 weeks in the hospital with an injured knee. In addition to seniors and people with disabilities, cyclists and children will also be put at risk. This issue must be part of the discussion and addressed.

Displacement issues:

The proposed development is sure to have impacts of displacement, as has been shown in other neighborhoods in the city such as the Mission and South of Market. Funds that are owed the city, since low income units will not be included in this development, should go towards very low income units nearby. This might help make available units for current area residents, as they are hit by the wave of displacement that will surely come. Please also ensure that some units should be affordable to people with disabilities and seniors who live on SSI or Social Security, at a mere \$900 or so each month.

It is our hope that you will seriously consider these issues. These are of great concern to the senior and disability communities and the greater community. Please take action to protect and serve these communities.

Sincerely,

A handwritten signature in blue ink that reads "Jessica Lehman". The signature is fluid and cursive, written in a professional but personal style.

Jessica Lehman
Executive Director

From: [Howard Strassner](#)
To: [Jalipa Brent \(BOS\)](#)
Subject: One oak appeal
Date: Tuesday, August 29, 2017 8:28:25 AM
Attachments: [one oak appeal2.doc](#)

This is the Sierra Club appeal support letter. I also sent the letter directly to the Clerk.

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Muni needs a lot of work to get better. The blog <http://bettermuni.wordpress.com/> offers some suggestions for some first steps.



SAN FRANCISCO GROUP

2120 Clement Street, Apt 10, SF CA 94121

August 21, 2017

Angela Calvillo, Clerk of the Board
Board of Supervisors
City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Re: Appeal of the Certification of the Final Environmental Impact Report for One Oak Street Motion 19938, Case No. 2009.0159E

Dear Ms. Calvillo,

The Sierra Club supports the appeal of the subject EIR based on several neglected factors. This project is proposed for one of the most transit-rich, bikeable, and walkable parts of San Francisco. However, the EIR failed to consider the impact of several aspects of the project on the operation of transit, the flow of bicycle commuters nearby, and the degradation to air quality and contribution to greenhouse gas emissions of the vehicle miles traveled (VMT) that the project will generate in combination with nearby projects and others citywide and regionally.

One, the EIR did not evaluate the potential for the project to generate increased VMT from transportation network company (TNC) vehicles and the impact of those vehicles to congestion, degraded air quality, and the operation of nearby Muni lines. An increase in VMT would be counter to San Francisco's own Transit-First Policy and to the City's efforts to comply with SB 375 and AB 32.

Two, the EIR did not consider the transformation in shopping at brick and mortar stores to shopping online and the probability that the completed project will generate additional VMT from delivery vehicles.

Three, the EIR did not consider wind impacts to bicyclists traveling on the Market Street bicycle lanes. Currently, 1,200 bicyclists ride past the One Oak site between 4 and 6 p.m. on weekdays. There is already a wind tunnel at Polk and Market Street. The proposed building is likely to extend that wind tunnel, but the EIR includes no evaluation of wind impacts to bicyclists and therefore no mitigations for wind impacts to bicyclists.

Four, the EIR inappropriately used 85% of the regional per capita level of VMT, 14.6 miles per day, as the threshold of significance for the corner of Van Ness and Market streets. Since the

VMT in this neighborhood is only 3-4 miles per day it was assumed that increasing the VMT would have no significant impact and so no further analysis was required. However, the Planning Department acknowledges that the regional VMT threshold of significance used by the department is only an advisory recommendation, and not mandated or required by state law. Therefore, the EIR for the project should have studied the large proportional impacts that the new car trips to and from this project will have on pedestrians, bicyclists, and transit in the immediate area and on the city.

Five, the EIR failed to consider the local and regional impact of allowing the project to provide double the amount of allowable parking – and the associated increase in VMT, congestion, and greenhouse gas emissions that parking will generate – in the context of other nearby projects and the VMT that they will generate, and projects throughout the city and region and the VMT and greenhouse gases that will be generated cumulatively.

Six, the EIR did not take into consideration increased VMT and congestion caused by an increase in the number of technology company shuttle buses that may service the project inhabitants. The EIR did not evaluate the probability of increased local and highway congestion and the increases to greenhouse gas emissions, especially from the practice of deadheading (driving one way without passengers during the morning and evening commutes) caused by these vehicles. The Sierra Club supports a project with affordable rental housing for individuals and families that commute and work in San Francisco as opposed to a project that feeds into the reverse commute pattern – one in which people live in San Francisco and rely on a system of private diesel buses to take them to and from work – adding to congested city and regional roads, with associated increases in greenhouse gas emissions.

San Francisco must take climate change seriously. The Sierra Club adds that this project is precedent setting and needs to be held to the absolutely highest environmental standards. This project EIR must mitigate wind impacts to bicyclists, it must embrace the City's Transit-First Policy, it must take seriously the link between affordable housing in transit rich neighborhoods and decreased VMT, and it must deal with the combination impacts of parking, TNC's and delivery vehicles resulting in more VMT and greenhouse gas emissions.

Thank you for your consideration,

Howard Strassner, Member SF Group Executive Committee
ruthow1@gmail.com

Susan Vaughan, Vice-chair SF Group
selizabethvaughan@gmail.com

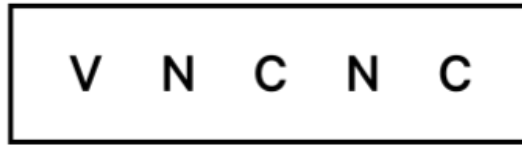
From: [Marlayne Morgan](#)
To: [Jalipa Brent \(BOS\)](#)
Subject: Letter from VNCNC on One Oak
Date: Tuesday, August 29, 2017 8:16:49 AM
Attachments: [VNCNC OneOak2.docx](#)

Hi Brent-

Here is our position on the One Oak project.

Best,

Maralyne Morgan
VanNess Corridor Neighborhoods Coalition



V A N N E S S C O R R I D O R N E I G H B O R H O O D S C O U N C I L

August 24, 2017

President London Breed

San Francisco Board of Supervisors

Re: Proposed Tower at One Oak

Dear President Breed:

The **Van Ness Corridor Neighborhoods Council** urges you to reverse the Planning Commission's approval of additional on-site parking for this residential housing project. Additional parking counters the reason for locating denser and more affordable housing along central transit corridors like VanNess Avenue. One Oak has already been granted greater density because of this policy, although allowing garage parking makes new housing less affordable and negatively impacts transportation in this area.

City officials studied and mitigated wind impacts on pedestrians, but refused to examine the danger to cyclists, who will experience dangerous wind tunnel impacts. At the same time, the city refused to do a detailed study of traffic impacts on MUNI, saying the project fit within regional average levels of driving. Ride-hailing services and e-commerce deliveries swarming One Oak will also add to existing traffic gridlock in the area, but again, the city refused to study the issue. Willful ignorance means the project won't mitigate these impacts, even as traffic congestion in the heart of the second densest city in the country worsens.

Allowing One Oak exceed parking limits in the densest, most transit-friendly part of San Francisco sets a precedent that will increase traffic gridlock. This project is the first in a series of "transit-oriented developments" along the Van Ness corridor, and if One Oak is allowed more parking spots, the cumulative impact of every new project adding additional parking will negate the gains anticipated by increased use of transit on this vital corridor.

Marlayne Morgan/S

Jim Warshell/S

Co-Chairs, VanNess Corridor Neighborhoods Council

VNCNC Member Organizations

Cathedral Hill Neighbors Association

Golden Gate Valley Neighborhood Association

Hayes Valley Neighborhood Association

Lower Polk Neighbors

Middle Polk Neighborhood Association

Pacific Avenue Neighbors

Pacific Heights Residents Association

Russian Hill Community Association

Russian Hill Neighbors

Western SoMa Voice

File No. 170812
BOS - 11, C page

August 28, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Supervisors,

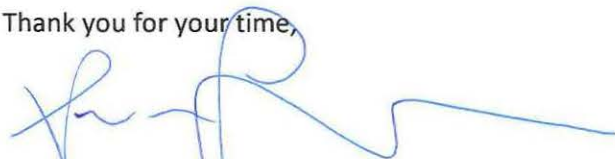
As a resident of 100 Van Ness, just across the street from the subject proposed project, I'm writing to express my strong support for the One Oak project and related Oak Plaza improvements. I am eager to see such a well-designed and civic-minded project join the neighborhood, which is obviously in a state of transformation for the better.

Personally, I am most excited by the pedestrian plaza; the area is in desperate need of a place for the burgeoning community to congregate besides Civic Center Plaza, which is often (and rightfully) the site of more purposeful gatherings for various political actions. I think the plaza at One Oak will provide a fitting venue for casual pedestrian activity off the primary nexus of our City, in an area currently only hospitable to automobiles (if it can be said to be hospitable to anything). It will be a great boon to public safety, with improved lighting & visibility, improved sidewalks, bountiful public seating, bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station. I believe that the developer also intends to create a Community Facilities District that would fund \$300,000 per year, from One Oak residents, for maintenance, security and repairs of the Plaza for 100 years. That is a pretty good free-bee for this much needed public amenity.

I believe the project's contributions of some \$40 million in Impact Fees will be a great contribution to mitigating the housing crisis that has enveloped our beloved, native City. Frankly, the market-rate units themselves, even if expensive, will also do their part to help ease the housing crisis; that is, I am eager for people richer than me to have some place to go, if only to prevent them from competing with me on Craigslist. (Personally, I don't think anybody wants that.)

I hope that the City dismisses this frivolous appeal, and proves that our government is not beholden to the vulgar NIMBY passion which has done so much to create the housing crisis we all suffer. It is my view that the One Oak appeal hearing is as good a moment as any to demonstrate the proper role of a deliberative body who with true disinterest weighs the broadest needs of our citizenry, and renders judgement of how to best accommodate our growing community.

Thank you for your time,



Alex Ludlum
Resident at: 100 Van Ness Ave #1506, SF, CA 94102

cc: Steve Kuklin, BUILD Inc.

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2017 AUG 29 AM 8:12
BY [Signature]

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [Jalipa, Brent \(BOS\)](#); [Lew, Lisa \(BOS\)](#); [Major, Erica \(BOS\)](#)
Subject: FW: One Oak Appeal
Date: Wednesday, August 23, 2017 11:26:31 AM
Attachments: [one oak appeal2.doc](#)

From: Howard Strassner [mailto:ruthow1@gmail.com]
Sent: Tuesday, August 22, 2017 11:18 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: One Oak Appeal

Support letter from the Sierra Club

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Muni needs a lot of work to get better. The blog <http://bettermuni.wordpress.com/> offers some suggestions for some first steps.

BDS-11
Leg Clerk
LUC/PLK



August 02, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project — 1500-1540 Market Street (Case No. 2009.0159)

Dear Planning Commissioners,

I am a Bay Area native and business owner located on Fell Street in San Francisco. I am writing to express my strong support for the One Oak project and related Oak Plaza improvements. I am extremely proud to endorse such a thoughtful, well-designed and civic-minded project. Few projects provide such a grand vision for positive transformation.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

One Oak has earned the first Platinum GreenTrips Certification from Transform, only the 3rd project of 34 applicants to meet the requirements, and the only condominium project to do so. In addition, BUILD has voluntarily doubled the required Transportation Demand Management measures for the Project.

One Oak will pay nearly \$41 million in City Impact Fees (\$135,000 per unit), possibly the highest per unit contribution of any San Francisco project to date, including over \$26 million for affordable housing that will fund the creation of 72 to 102 BMR units at Octavia Parcels R, S & U, including 16 residences for homeless youth.

In addition, BUILD will create a Community Facilities District that would fund \$300,000 per year, from One Oak residents, for maintenance, security and repairs of the Plaza for 100 years – a \$30 million gift to this long-neglected intersection.

In sum, BUILD's vision for this site represents a long overdue reinvestment at this crucial San Francisco intersection. We hope that the City moves expeditiously to uphold the Project approvals.

As a developer, BUILD consistently puts the best interest of the city and community first in their plans. I urge the City to uphold the One Oak approvals and allow this beneficial development to go forward now.

Sincerely,



Kelly Macy
Macy Office of Design

cc: Lou Vasquez, BUILD Inc.

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BOARD OF SUPERVISORS
SAN FRANCISCO
2017 AUG -4 PM 2:44
BY [Signature]

BOS-11
Leg clerk
LC clerk



July 31, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: One Oak Project – 1500-1540 Market Street (Case No. 2009.0159)

Dear Planning Commissioners,

I am a business owner in Hayes Valley writing to express my strong support for the One Oak project and related Oak Plaza improvements. I am extremely proud to endorse such a thoughtful, well-designed and civic-minded project. Few projects provide such a grand vision for positive transformation.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

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Sincerely,

Tazi, Hicham
Principal and Creative Director
415-299-9858 (mobile)
Tazi Designs, Inc.
333 Linden St. San Francisco, CA 94102
Tel: 415-503-0013

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2017 AUG -4 PM 2:44

2017-11
Leg Clerk
LUCY



August 1, 2017

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

2017 AUG -4 PM 2:44
RECORDED
BOARD OF SUPERVISORS
SAN FRANCISCO

RE: One Oak Project – 1500-1540 Market Street (Case No. 2009.0159)

Dear Planning Commissioners,

I am the manager of the Blue Bottle Coffee in Hayes Valley writing to express my strong support for the One Oak project and related Oak Plaza improvements. I am extremely proud to endorse such a thoughtful, well-designed and civic-minded project. Few projects provide such a grand vision for positive transformation and could add so much to the Hayes Valley neighborhood.

The Project implements the General Plan and the City's Vision Zero policy, creating a generous 16,000 sq. ft. public pedestrian plaza that will dramatically transform this important civic intersection and enhance public safety with slow-street improvements, widened sidewalks, generous public seating, new landscaping, abundant bike parking, and flexible performance space, along with improved access to the new Van Ness BRT and the existing MUNI Metro Station.

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Sincerely,

Vanessa Mowell
Blue Bottle Coffee