Subject to: (Select only if applicable)

- ■ Inclusionary Housing (Sec. 415)
- ☐ Jobs Housing Linkage Program (Sec. 313)
- ☐ Downtown Park Fee (Sec. 139)
- ■ First Source Hiring (Admin. Code)
- ☐ Child Care Requirement (Sec. 314)
- ☐ Other

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Motion No. 18316

HEARING DATE: APRIL 14, 2011

Date:	March 10, 2011
Case No.:	**2010.1044X**
Project Address:	**45 LANSING STREET**
Zoning:	RH DTR (Rincon Hill Downtown Residential Mixed Use) District 65/400-R Height and Bulk Designation
Block/Lot:	3749/059
Project Sponsor:	Steve Atkinson 45 Lansing Development LLC Luce, Forward, Hamilton & Scripps LLP Rincon Center II 121 Spear Street, Suite 200 San Francisco, CA 94105
Staff Contact:	Ben Fu – (415) 558-6318 ben.fu@sfgov.org

ADOPTING FINDINGS UNDER PLANNING CODE SECTIONS 309.1, 352, 825, AND 827 TO AUTHORIZE MODIFICATION AND RE-ENTITLEMENT OF A PROJECT APPROVED UNDER MOTION NO. 17397 WITHIN THE RH DTR (RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE) DISTRICT WITH A 65/400-R HEIGHT AND BULK DESIGNATION.

PREAMBLE

On November 18, 2010, Luce, Forward, Hamilton & Scripps LLP (hereinafter "Project Sponsor") filed Application No. 2010.1044X (hereinafter "Application") on behalf of 45 Lansing Development LLC with the Planning Department (hereinafter "Department") for the modification and re-entitlement per Planning Code Sections 309.1, 352, 825 and 827 for a project approved under Motion No. 17397. The proposal would increase the number of dwellings from 227 to 320 and number of parking spaces from 227 to 265, and would require a determination of compliance under Planning Code Section 309.1, including exceptions to allow greater than one parking space for every two dwelling units, provide off-site open space in lieu of on-site, and allow dwelling units without Code-required exposure. The project was originally approved on March 15, 2007, under Motion No. 17397 to demolish the existing office building and construct a tower reaching 400 feet (exclusive of mechanical penthouses) and consisting of approximately 227 dwelling units and up to 227 non-independently accessible parking spaces. The proposal included exceptions to allow greater than one parking space for every two units, to provide off-

site open space in lieu of on-site, and for dwelling unit exposure. The project included extensive streetscape improvements for Lansing Street between First Street and Essex Street.

The environmental effects of the Project were determined by the San Francisco Planning Department (hereinafter "Department") to have been fully reviewed under the Rincon Hill Plan Environmental Impact Report (hereinafter "Rincon EIR"). The Rincon EIR was prepared, circulated for public review and comment, and on May 5, 2005, by Motion No. 17007 certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et. Seq., hereinafter "CEQA"). The Rincon EIR is a Program EIR. A copy of the Final Rincon Hill EIR on CD-Rom is included in the Commission's packet for informational purposes.

The Commission adopted CEQA findings related to the Rincon EIR in support of its approval of the Rincon Hill Plan and related actions in its Motion No. 17008 and hereby incorporates such findings by reference. The current application to modify the number and type of dwelling units was determined by the San Francisco Planning Department (hereinafter "Department") not to require additional environmental review under the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"). An addendum to the Rincon Hill Final EIR related to this determination is attached for reference.

On April 14, 2011, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2010.1044X.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the extension of the performance period requested in Application No. 2010.1044X, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

2. **Site Description and Present Use.** The approximately 15,025 square foot project site consists of one parcel that is located on a through lot with frontages on the southeastern side of Lansing Street and the northwestern side of Harrison Street. The previously existing single-story brick office building that was originally constructed in the early 1940's and significantly altered in the 1960's was demolished. The existing Pollinator Garden and art installation will be maintained until start of building construction.

3. **Past History and Actions.** On March 02, 2006, the Commission held a duly advertised public hearing and approved with conditions a proposal to demolish the existing improvements, and construct a residential project that would consist of one 400-foot tall tower-on-podium building with approximately 265 dwelling units, 265 off-street parking spaces (non-independently accessible), for the design, location, and size of publicly accessible open space under Planning Code Sections 827(e) and 309.1(b)(1)(g), to provide reduction in the required on-site residential open space and to allow an exception for one to one parking.

   On March 15, 2007, the Commission held a held a duly advertised public hearing and approved with conditions under Motion No. 17397 a revised proposal consisting of up to 227 dwelling units and 227 off-street parking spaces, in a development that would include one tower reaching 400-feet in height (exclusive of mechanical penthouses) and for the granting of exceptions to allow greater than one parking space for every two dwelling units under Planning Code Sections 151.1(d) and 309.1(b)(1)(b), for reduction of the dwelling unit exposure requirements under Planning Code Sections 140 and 309.1(b)(1)(d), for the design, location, and size of publicly accessible open space under Planning Code Sections 827(e) and 309.1(b)(1)(g), and to provide reduction in the required on-site residential open space of 36 square feet per unit under Planning Code Sections 827(e)(2)(a) and 309.1(b)(1)(f).

   On June 11, 2009, the Commission held a held a duly advertised public hearing and approved an extension request under Motion No. 17902 for 12 months, to March 15, 2010. On May 27, 2010, the Commission held a held a duly advertised public hearing and approved an extension request under Motion No. 18094 for 12 months, to March 15, 2011.

4. **Project Description.** The project proposes to increase the number of dwellings from 227 to 320 and number of parking spaces from 227 to 265, and require a determination of compliance under Planning Code Section 309.1, including exceptions to allow greater than one parking space for every two dwelling units, provide off-site open space in lieu of on-site, and allow dwelling units without Code-required exposure.

5. **Public Comment.** The Department has received no opposition to the proposal.

6. **The Rincon Hill Downtown Residential Mixed Use District – Planning Commission Design Review and Determination of Compliance Required.** On July 26, 2005, the Board of Supervisors approved the Rincon Hill Plan Element of the General Plan and associated General Plan Amendments. On August 2, 2005, the Board of Supervisors approved General Plan amendments, zoning text and map amendments, along with other associated legislation in adopting the new Rincon Hill Plan. The new Rincon Hill Plan further encourages the conversion of the existing Rincon Hill area to a high-density residential neighborhood with significant pedestrian and residential amenities such as parks and open space. The proposed new zoning provides more specific direction in designing new buildings, to assure their bulk and height is appropriate and that their interaction with the pedestrian realm contributes to the creation of a new neighborhood. Among the goals of the new zoning controls is to encourage high-rise development in slender towers amply separated, and to limit the amount of excessive off-street parking. To provide more specific direction to project sponsors and to help assure a more

predictable project review process, the controls are designed to be more specific and allow less variability. The new controls utilize a design review process before the Commission, similar to the project review process for Downtown C-3 Districts, rather than utilizing the Conditional Use and Planned Unit Development review processes.

7. **Planning Code Compliance.** The Planning Commission finds that the proposed project is compliant with the Planning Code as follows:

   a. **Height.** For the 400-R Height and Bulk District, buildings are restricted to 400-feet in height. Height is measured from the mid-point of the building or building step. In the Rincon Hill Downtown Residential District, uninhabitable mechanical penthouses are allowed to extend ten percent above the allowed building height. (Planning Code Section 261(b)(1)(H)). The proposed tower would be 400-feet and would be measured from the Lansing Street grade at the mid-point of the building as allowed by Code. The uninhabitable mechanical penthouses would be approximately 40-feet tall, equal to the 10% allowance for such penthouses.

   b. **Bulk.** Planning Code Section 270(e) limits the plan dimension of towers between 351-feet and 550-feet from having a plan length dimension of 115-feet and a diagonal dimension of 145-feet. The floor plate is limited to 10,000 square feet; the top 1/3 of the tower's floor plates are required to be reduced by 10% (9,000 square feet), unless the overall tower floor plate is reduced by an equal or greater volume. The proposed tower would have a maximum plan dimension of 115-feet and a maximum diagonal dimension of 145-feet. The average floor plate would be approximately 9,654 square feet for the tower floor area, thereby meeting the bulk limitations. No tower sculpting is required since the overall volume is reduced by a volume greater than the 10% reduction required for the top 1/3 of the building.

   c. **Open Space.** The proposed Rincon Hill Downtown Residential District controls would require 75 square feet of open space per unit, or 24,000 square feet for the 320 proposed units, with at least 40 percent or 9,600 square feet as common open space and at least 48 percent or 11,520 square feet be provided on-site (without an exception being granted).

      The current proposal provides approximately 16,540 square feet of private on-site open space and approximately 10,539 square feet of off-site open space on Lansing Street, for a total of approximately 27,079 square feet of open space. The project provides 658 square feet of on-site common open space; therefore an exception is required, like the project approved in March 2007. An exception was approved with the previous proposal.

   d. **Setback / Street Frontage Requirements.** Planning Code Section 827(d)(5) provides specific dimension requirements for those areas where ground floor units are required and encourages the adherence to the standards along certain streets, including Lansing Street. Although ground floor units are not required along Lansing Street, these standards are encouraged. They include a front setback between three and ten feet, stoops that are at least three-feet above grade, front recesses that are at least one-feet

deep, and five-feet wide, and at least as tall as the ground story; the front setback area is required to be landscaped for all portions that are not occupied by stoops or by porches. The proposed dwelling unit frontages on Lansing Street incorporate most of these requirements.

e. **Parking.** The Rincon Hill Plan limits the number of off-street parking spaces for dwelling units to no more that one parking space for every two dwelling units. Exceptions can be granted to allow up to one-to-two parking through the Design Review process as long as those parking spaces above the initial one-to-two ratio are either provided on lifts, or are not independently accessible, and that they meet the criteria provided under Planning Code Section 151. The approved project proposed a one-to-one parking ratio. As currently proposed, the project provides approximately 265 spaces, or a ratio of 0.83 to 1, and none of which would be independently accessible spaces.

f. **Location of Parking.** Planning Code Section 827(d)(8)(A) requires that parking be provided below grade. It allows exceptions through the design review process to be above grade as long as it meets the criteria listed therein. The project meets these criteria as follows:

   i. All off-street parking must be located below-grade:

      Except for one independently accessible ADA drop-off space located on the ground level, all parking spaces are located below grade at five basement levels.

   ii. For sloping sites with a grade change of at least ten feet laterally along the street, no less than 50-percent of the perimeter of all floors with off-street parking shall be below the level of said sloping street:

      The project site does not have a lateral slope in excess of ten feet. All five levels of parking are below grade.

g. **Loading.** Planning Code Section 152.2 allows up to one loading space plus one additional loading space for every 200 units after the initial 100 units. For 320 units, up to two loading spaces are permitted. One space is proposed.

h. **Bicycle Parking.** Planning Code Section 155.5 requires one Class I bicycle parking space for every four dwelling unit over 50-units plus 25 bicycle parking spaces. For the proposed 320-unit project, 93 Class I bicycle spaces are required and are being provided.

i. **Maximum Width of Parking and Loading Entries.** Planning Code Section 827(d)(8)(B) limits the width of openings for auto ingress and egress to no more than 22-feet and for loading to no more than 15-feet. The proposed project would include a 12-foot wide loading entrance on Harrison Street and a 22-foot parking entrance and exit on Harrison Street.

j. **Wind.** Section 827(f) establishes a target maximum equivalent wind speed of 7 miles per hour (mph) in public sitting areas and 11 mph in areas of substantial pedestrian use, known as comfort criteria. New buildings and additions to buildings may not cause ground-level winds to exceed these levels more than 10 percent of the time. According to the Planning Code, if existing wind speeds exceed the criteria, new buildings and additions must be designed to reduce ambient wind speeds to meet these requirements, unless certain requirements are met for an allowable exception.

According to the wind tunnel tests conducted for the project, the average wind speed for selected test points would increase by about 0.5 m.p.h. to an average of 12 m.p.h. for the cumulative scenario. Wind speeds in these existing pedestrian areas would range from 8 to 20 m.p.h. with the project, compared to 6 to 18 m.p.h. under the existing conditions. With the project, there would be two new exceedances of the pedestrian comfort criteria on publicly accessible pedestrian locations.

Pursuant to Planning Code Section 249.1(b)(3), the Zoning Administrator may allow the building or addition of a proposed project to add to the amount of time the comfort level is exceeded by the least practical amount if:

- It can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and

- It is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

The Zoning Administrator granted an application for a wind exception pursuant to Section 249.1(b)(3) on March 02, 2006.

k. **Below Market Rate Affordability Requirement.** Planning Code Section 415 through 415.9 require the Project Sponsor to comply with the inclusionary housing requirements either by providing up to 12% (or 38 units with a project containing 320 units) on-site, up to 17% (or 54 units with a project containing 320 units) off-site within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue pursuant to Section 827(b)(5)(B), pay an in-lieu fee pursuant to Planning Code Section 415.7, or a combination thereof. The Project Sponsor has elected to pay an in-lieu fee.

l. **Streetscape Improvements.** The project would include streetscape improvements along both frontages as required by Planning Code Section 827(g).

m. **Rincon Hill Infrastructure Impact Fee.** Planning Code Section 418 requires a payment of approximately $8.60 per square foot for any residential project in the Rincon Hill Plan area. For the proposed 454,341 square foot structure, approximately $3,907,333 will be charged. Alternatively, The Project Sponsor may wish to opt for (1) an In-Kind Provision of Community Improvements, which requires Planning Commission review and for possible reduction in the Community Improvement Impact Fee as result of an agreement with the City to provide in-kind improvements in the form of streetscaping, sidewalk widening, neighborhood open space, community center, and other improvements that result in new public infrastructure and facilities; or (2) Provision of Community Improvements via a Community Facilities (Mello-Roos) District, where the Commission may waive the Community Improvements Impact Fee, either in whole or in part, if the Project Sponsor has entered into a Waiver Agreement with the City.

n. **SOMA Stabilization Fund Fee.** Planning Code Section 418 requires a payment of approximately $10.95 per square foot for any residential tower in the Rincon Hill area. For the proposed 454,341 square foot structure, approximately $4,975,034 will be charged.

8. **General Compliance with the Rincon Hill Objectives.** Planning Code Section 309.1(a) lists eight aspects of design review in which a project must comply; the Planning Commission finds that the project is compliant with these eight aspects as follows:

a. **Overall building mass and scale.** Project is located on a preferred tower site on this block. The project is in conformance with the Rincon Hill Plan, as the Plan calls for the "slender tower" concept and for a tower with a height of 400 feet on the Project site.

b. **Architectural treatments, façade design and building materials.** The tower design will feature a curtain wall system that combines aluminum and glass materials, along with a pre-cast punched window wall system. The design will provide a variety of texture, color and finishes on the different facades of the structure, in response to the urban context and to emphasize the height and slenderness of the towers as the structure appears on the San Francisco skyline. At the podium and ground levels the design will introduce stone cladding and wood or metal awnings. The design will create an open, transparent feel intended to provide a pedestrian scale, blend with the existing urban context, and provide an appropriate level of detail at the lower floors for the residential and community serving uses.

c. **The design of lower floors, including building setback areas, townhouses, entries and parking and loading access.** The project podium building, upon which the tower rests, is designed to maximize engagement with the pedestrian streetscape, and includes ground floor residential units with private entries along Lansing Street. Parking and loading access on Harrison Street has been limited to a 22-foot wide parking driveway (entrance and exit), and a 12-foot wide loading stall.

d. **On sloping sites, parking provided above ground pursuant to Planning Code Section 827(7)(a).** Parking is allowed above grade as long as it meets the criteria listed therein. The project meets the following criteria:

For sloping sites with a grade change of at least ten feet laterally along the street, no less than 50-percent of the perimeter of all floors with off-street parking shall be below the level of said sloping street:

The project site has a lateral slope of less than ten feet. With the exception of one independently accessible ADA drop-off space located on the ground level, all parking is located below grade on five basement levels.

e. **The provision of required open space, both on- and off-site.** The project would provide private open space for the use of project residents. Common on-site open space would include a landscaped terrace. Private open space would include balconies and patios that would be accessed from individual residences. Private open space will be provided for approximately 209 tower dwelling units, or approximately 65% of all units. Approximately 10,540 square feet of publicly accessible open space would be provided in the Lansing Street right-of-way.

f. **Streetscape and other public improvements, including tree planting, street furniture, and lighting.** The project will include considerable usable public open space in the Lansing Street right-of-way. The project proposes to create a "shared street" along Lansing Street from Essex almost all the way to First Street. This public open space area measures approximately 36 feet wide by 293 feet in length, or approximately 10,540 square feet in area. The concept is to introduce concrete pavers and landscaping across the width and length of this area on Lansing Street, accented by trees and pedestrian-scale lighting.

g. **Circulation, including streets, alleys and mid-block pedestrian pathways.** As noted above, the plan includes extensive improvements to the public right-of-way as part of the proposal. The project has frontages on Lansing and Harrison Streets. The Lansing Street frontage will provide primary pedestrian access to the building, and the Harrison Street frontage will provide vehicular and loading access. The ground level residential units will be accessible from Lansing Street.

h. **Other changes necessary to bring the project into conformance with the Rincon Hill Plan or other elements and area plans of the General Plan.** No changes to the Project are necessary to bring the Project into conformance with the Rincon Hill Plan or other elements and area plans of the General Plan.

9. **Parking Exception.** Pursuant to Planning Code Sections 151.1(d) and 309.1(b)(1)(B), greater than one-to-one parking may be provided as long as it meets the criteria set forth therein. The Planning Commission finds that it meets these criteria in the following manner:

a. All parking in excess of that allowed by right is stored and accessed by mechanical means, valet, or non-independently accessible methods that maximizes space efficiency and discourages use of vehicles for commuting or daily errands;

The parking in excess of that allowed by right would be stored and accessed by means of a valet system or mechanical syste, to maximize space efficiency and discourage daily commuting and errands.

b. Vehicle movement on or around the project site associated with the excess accessory parking does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;

The proposed Project will include only one curb cut on Harrison Street to accommodate all vehicles using the garage. That driveway would have no significant impact on pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district.

c. Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal;

Accommodating the excess accessory parking will not degrade the overall urban design quality of the project. Only one curb cut is proposed for parking exit/entrance, and all parking is located underground.

d. All parking in the project is set back from facades facing streets and alleys and lined with active uses, and that the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in the Code; and

All parking, with the exception of one independently accessible ADA drop-off space, will be located below grade on five basement levels.

e. Excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements.

The excess accessory parking will not diminish the proposed Project's planned streetscape enhancements, which include considerable usable public open space in the Lansing Street right-of-way.

10. **Exception to allow reduction of required on-site residential open space** pursuant to Planning Code Sections 827(e)(2)(A) and 309.1(b)(1)(F).

The project will provide private balconies and patios for approximately 209 units, and approximately 658 square feet of common on-site open space in the form of a common terrace. The remaining approximately 10,539 square feet of open space will be provided off-site. The open space provided by the project on-site represents approximately 65% of the required open space.

11. **Exception in the design, location, and size of publicly accessible open space** as allowed by Planning Code Sections 827(e) and 309.1(b)(1)(G) and equivalence of proposed publicly accessible open space in size and quantity with required on-site open space.

    Most units will be provided on-site open space in the form of private balconies and terraces accessible from individual residential units. The balance of the open space requirement (approximately 10,540 sf) will be provided in the immediate vicinity of the project.

    The project will include considerable usable public open space in the Lansing Street right-of-way. The project proposes to create a "shared street" along Lansing Street from Essex almost all the way to First Street. This public open space area measures approximately 36 feet wide by 293 feet in length, or approximately 10,540 square feet in area. The concept is to introduce concrete pavers and landscaping across the width and length of this area on Lansing Street, accented by trees and pedestrian-scale lighting.

    The intent of the project's offsite open space program is to assist implementation of the Rincon Hill Plan's policies related to streetscapes, and specifically Policy 5.6: Implement Streetscape Improvements on Guy Place and Lansing Street that prioritize pedestrian use for the entire right-of way. Policy 5.6 provides as follows:

    > *Traffic volumes are very low on Guy Place and Lansing Street, largely because they form a closed loop. Because of the low traffic volumes, the "shared street" is an appropriate model for Guy Place and Lansing Street. The shared street prioritizes residential and pedestrian functions over regular provision for traffic. Such a facility provides a meandering streetscape which appeals to pedestrians with special landscaping and street furniture. It is intended to provide vehicular and pedestrian access to residences in the immediate vicinity and to serve as a place where residents can enjoy open space.*
    >
    > *The physical design of Guy Place and Lansing Street should reinforce the very slow speed of the street at which mingling of people and vehicles is safe, and encourage open space used by residents. The design will signal to drivers that they should expect to encounter people in the street. Existing on-street parking and driveway access should be maintained.*

    The concept, similar to the Dutch "woonerf," is intended to enhance the residential nature of the right-of-way.

    The project sponsor shall provide the Planning Department staff with a proposed construction budget and landscape plan for the level of proposed offsite open space. Should the Planning Department determine that this level of build-out for Lansing Street is sufficient; the Project Sponsor will construct these improvements concurrently with the construction of the Project. Should the Department wish to upgrade or expand the "shared street" improvements using additional Rincon Hill streetscape and open space funds, the project sponsor will contribute 100% of the approved offsite budget for this project into the Rincon Hill fund in exchange for a written release from the requirement to complete the work. It is the intent of the Commission

that the cost of providing the proposed shared street improvements would be the economic equivalent of what would be the net cost of providing the equivalent area of open space inside the Project as private space balconies.

12. **Exception to allow reduction for the dwelling unit** exposure requirements per Planning Code Sections 140 and 309.1(b)(1)(D).

    Planning Code Section 140 requires that at least one room at least 120 square feet in area within a dwelling unit must face directly on an open area that is either (1) a public street or alley that is at least 25 feet in width, or a side yard or rear yard that meets the requirements of the Planning Code, or (2) an open area that is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. Section 309.1(b)(1)(D), authorizes exceptions to the normally applicable requirements of Section 140.

    A majority of the units comply with Section 140 requirements as they face either onto Lansing or Harrison Street. Approximately 127 units, or 40% of the units, do not comply with the dwelling unit exposure requirement, requiring an exception.

13. **General Plan Conformity.** The Project affirmatively promotes the objectives and policies of the General Plan as follows.

    HOUSING ELEMENT
    Objectives and Policies

    OBJECTIVE 1:
    TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT GROWTH.

    Encourage housing development, particularly affordable housing, in neighborhood commercial areas without displacing existing jobs, particularly blue-collar jobs or discouraging new employment opportunities.

    Policy 1.7:
    Encourage and support the construction of quality, new family housing.

    OBJECTIVE 5:
    INCREASE THE EFFECTIVENESS AND EFFICIENCY OF THE CITY'S AFFORDABLE HOUSING PRODUCTION SYSTEM.

    Policy 5.2:

Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing.

The controls for Rincon Hill maintained the BMR percentage requirement for housing projects and require any off-site housing to be within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue.

OBJECTIVE 8:
ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.

Policy 8.9:
Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.

OBJECTIVE 11:
IN INCREASING THE SUPPLY OF HOUSING, PURSUE PLACE MAKING AND NEIGHBORHOOD BUILDING PRINCIPLES AND PRACTICES TO MAINTAIN SAN FRANCISCO'S DESIRABLE URBAN FABRIC AND ENHANCE LIVABILITY IN ALL NEIGHBORHOODS.

Policy 11.1:
Use new housing development as a means to enhance neighborhood vitality and diversity.

This housing project incorporates all of the design aspects outlined in the Rincon Hill Plan in helping create a pedestrian friendly and activated residential neighborhood. The proposed project actively contributes to "place-making".

URBAN DESIGN ELEMENT
Objectives and Policies

OBJECTIVE 7:
To achieve an aesthetically pleasing residential community.

OBJECTIVE 9:
To respect the natural topography of the hill.

OBJECTIVE 10:
To preserve views of the bay and the Bay Bridge which are among the most impressive in the region.

The proposed project is at the top of Rincon Hill and one of the most visually prominent locations. The tall tower will be slender in its silhouette providing interest to the City skyline, while at the same time, providing a rich pedestrian environment at its base.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 16:
To develop facilities for passive and active recreation serving residents, employees and visitors.

By improving the Lansing Street right-of-way the proposed project is contributing to the development of an active pedestrian network that will encourage active recreation in the form of walking or jogging, which will serve residents, employees and visitors.

OBJECTIVE 21:
To create safe and pleasant pedestrian networks within the Rincon Hill area, to downtown, and the bay.

The improvement of Lansing Street will create a safer, more inviting pedestrian environment.

OBJECTIVE 24:
To provide sufficient off-street parking space for residents.

The project will provide approximately 265 parking spaces, which is adequate given the context of being in close proximity to many forms of City and Regional transit. The parking spaces will all be in the form of valet or mechanical parking, thereby discouraging the use of the automobile for trips that can easily be accommodated by foot or by transit.

RINCON HILL PLAN
Objectives and Policies

Land Use

OBJECTIVE 1:
Encourage development of a unique dynamic, mixed-use residential neighborhood close to downtown which will contribute significantly to the City's housing supply.

OBJECTIVE 1.2:
Maximize housing in Rincon Hill to capitalize on Rincon Hill's central location adjacent to downtown employment and transit service, while still retaining the district's livability.

The proposed project would result in the construction of a 320-unit condominium dwelling in a neighborhood that is transitioning to and currently consists of similarly sized structures, in a location which is extremely close to Downtown.

Residential

Policy 1.1:
Allow housing as a principal permitted use throughout the district.

Policy 1.5:
Require street-facing residential units on the ground-floor on Spear, Main Beale, Fremont, First, Guy and Lansing Streets.

The project provides three residential units at the Lansing Street ground floor.

Policy 1.4:
Require parking to be located primarily underground so that the allowable above-ground building envelope can be used for housing.

With the exception of one ADA-accessible drop-off space located at the ground floor, all other parking is located below-grade at five basement levels.

Housing

OBJECTIVE 2.1:
Provide quality housing in a pleasant environment that has adequate access to light, air, open space and neighborhood amenities, and that is buffered from excessive noise.

OBJECTIVE 2.3:
Encourage new housing production of an adequate size and configuration to serve families.

The proposed project will contain up to 320 units, 40% of which will be two-bedroom units.

Policy 2.1:
Require all new developments of 10 or more units in the Rincon Hill district to meet the city's affordable housing requirement of at least 12 percent on-site or 17 percent off-site, regardless of whether a Conditional Use permit is required.

The project will comply with this requirement.

Urban Design

OBJECTIVE 3.8:
Minimize the visual impacts of residential parking, loading, utilities and services on the neighborhood.

The parking garage will be below grade except for one ADA-accessible drop-off space located on ground level.

Recreation, Open Space, and Community Facilities

OBJECTIVE 4.1:
Create a variety of new open spaces and community facilities for active and passive recreation to meet the needs of a significant new residential population.

The project will contribute to off-site open space on Lansing Street.

Streets and Transportation

OBJECTIVE 5.5:
Manage parking supply and pricing to encourage travel by foot, public transportation and bicycle.

Parking

Policy 5.16:
Require parking for bicycles at a ratio of one space per two units for buildings with 50 units or fewer, and 25 spaces plus one space per four units for buildings with greater than 50 units.

The project meets the policy by providing 93 bicycle parking spaces.

14. **General Plan Findings.** Planning Code Section 101.1 establishes Eight Priority Planning Policies and requires review of permits for consistency with said policies. The Project complies with said policies in that:

    a. No neighborhood serving retail uses are being displaced or otherwise affected by the proposal.

    There are no neighborhood serving retail uses on the Project site, and none will be displaced. The proposed Project consists of a high-density residential Project in the Rincon Hill DTR (Downtown Residential) Zoning District. The Rincon Hill DTR District is mixed-use district that encourages new high-density housing and associated neighborhood services. The Project complies with these zoning controls. More residents in this emerging neighborhood will result in an increased demand for these services, increase the number of neighborhood serving retail uses, and enhance the success of those businesses, in furtherance of this Priority Policy.

    b. Existing housing and neighborhood character will not be adversely affected by the proposed project.

    The proposed project will not displace any existing housing and will further this policy by creating approximately 320 new housing units consistent with the Rincon Hill Plan objectives. The Project is compatible in its scale and design with the vision for the Rincon Hill neighborhood, and will be an integral component in implementing the Planning Department's Rincon Hill Plan. The Project will have a positive effect on this area by increasing the number of residents in an area with many desirable urban characteristics and services.

    c. The Project would have no adverse impact on the City's existing supply of affordable housing.

The Project will enhance the City's supply of affordable housing by providing for on-site below market rate units, off-site below market rate units or payment of an in lieu fee pursuant to the inclusionary housing requirements of the San Francisco Planning Code.

d. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.

The proposed project will not include office space or other uses that generate commuter traffic. The project will also not impede Muni transit service or overburden streets. The project site is located in an area served by several modes of public transit, including Muni, BART, SamTrans, Golden Gate Transit, and AC Transit. The project site is located within walking distance of the Transbay Terminal and Ferry Building, and four blocks from Muni Metro and BART. The proposed project also will not overburden neighborhood parking, streets or neighborhood, as it will provide approximately 265 off-street parking spaces, none of which will be independently accessible.

e. No industrial or service industry establishment would be displaced by the Project.

The proposed Project consists of the new construction of a high-rise residential building, and is not an office project, and will not displace any industrial or service sector uses. The Project will contribute to a diverse economic base by providing a significant number of new residential units in San Francisco. The shortage of housing in San Francisco has driven up housing costs, making it more and more difficult for people with jobs in San Francisco to live in the City. By making a significant contribution to the City's housing supply, the Project will further help San Francisco increase housing opportunities for resident workers, and thereby maintain a diverse economic base.

f. Earthquake safety requirements would be considered during review of any building permit applications.

The project will be built to current seismic standards, thereby providing the greatest possible preparedness to protect against injury and loss of life in an earthquake.

g. The subject building is not a landmark, within an historic district, and is not included on any historic or architectural surveys; they proposal will therefore not effect any historic properties.

The Project site does not include historic resources.

h. The Project has no impact on open space or parks or their access to sunlight and vistas. The proposed project will have no adverse impact on existing parks, open space, or their access to sunlight or vistas.

The Project will have no impact on this policy, since the project site is not adjacent to any parks, or public or private open space, and will therefore have no affect on access to sunlight or vistas.

15. The Commission hereby finds that approval of the Section 309.1 (RH DTR review) would promote the health, safety and welfare of the City.

16. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

17. The Commission hereby finds that approval of the request for extension would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Case No. 2010.1044X** subject to the following conditions attached hereto as EXHIBIT A which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as Exhibit C and incorporated herein as part of this Resolution/Motion by this reference thereto. All required mitigation measures identified in the EIR and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this authorization to the Board of Appeals within fifteen (15) days after the date of this Motion No. 18316. The effective date of this Motion shall be the date of this Motion if not appealed (After the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 14, 2011.

Linda D. Avery
Commission Secretary

AYES: Christina R. Olague, Ron Miguel, Michael J. Antonini, Gwyneth Borden, Rodney Fong, Kathrin Moore and Hisashi Sugaya

NAYS: None

ABSENT: None

ADOPTED: April 14, 2011

EXHIBIT A

AUTHORIZATION

This authorization is for a determination of compliance under Planning Code Section 309.1 to allow a modification and re-entitlement of a project approved under Motion No. 17397 within the RH DTR (Rincon Hill Downtown Residential Mixed Use) District with a 65/400-R Height and Bulk District; in general conformance with plans, dated March 08, 2011, and stamped "EXHIBIT B" included in the docket for Case No.2010.1044X and subject to conditions of approval reviewed and approved by the Commission on April 14, 2011, under Motion No 18316. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on April 14, 2011 under Motion No. 18316.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The determination of compliance under Planning Code Section 309.1 under the 'Exhibit A' of this Planning Commission Motion No. 18316 shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the determination of compliance under Planning Code Section 309.1 and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for of 24 months after the approval by the Planning Commission, or the Board of Permit Appeals. Specific procedures regarding the performance requirement follow Planning Code Section 309.1(e). A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this approval is only an approval of the proposed project and conveys no independent right to construct the project or to commence the

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

DESIGN

2. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
   For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org .

3. **Streetscape Improvements.** The project sponsor shall make sidewalk improvements pursuant to the proposed Rincon Hill Streetscape Plan, in accordance with Planning Code Section 827(g) and as directed by staff. The project sponsor shall work with staff to ensure the improvements are of good quality, compatible with the neighborhood, and compliant with any applicable requirements of the Public Works Department, the Bureau of Light, Heat and Power of the Public Utilities Commission and the Art Commission. The owners of abutting properties to the improved sidewalk shall hold harmless the City and County of San Francisco, its officers, agents, and employees, from any damage or injury caused by reason of the design, construction or maintenance of the improvements, and shall require the owner or owners or subsequent owner or owners of the respective property to be solely liable for any damage or loss occasioned by any act or neglect in respect to the design, construction or maintenance of the sidewalk improvements.

4. The property shall be kept free of weeds, debris, and blight. The Project Sponsor shall install a fence to prevent vagrant camping, unlawful dumping and to minimize the security threat to the neighborhood. The fence shall be kept free of graffiti and postings.

5. **Street Trees.** Pursuant to Planning Code Section 428 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as

approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org .

6. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant impacts to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:
    a. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
    b. On-site, in a driveway, underground;
    c. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
    d. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding impacts on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
    e. Public right-of-way, underground; and based on Better Streets Plan guidelines;
    f. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
    g. On-site, in a ground floor façade (the least desirable location).
    h. Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

    For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org/.

PARKING AND TRAFFIC

7. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate "add-on" option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner's rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org .

8. **Car Share.** Pursuant to Planning Code Section 166, at least two (2) car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

9. **Bicycle Parking.** The Project shall provide no fewer than 93 Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.5.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org .

10. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation impacts during construction of the Project.
    For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org .

AFFORDABLE UNITS

11. **Requirement.** Pursuant to Planning Code Section 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. Affordable unit count is tied to the number of units approved.

12. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing ("MOH") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:
    http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451.
    As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

13. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOH prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Inclusionary Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

14. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.

15. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

PROVISIONS

16. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
    For information about compliance, contact the First Source Hiring Manager at 415-401-4960, www.onestopSF.org

17. **Rincon Hill Community Infrastructure Impact Fee.** Pursuant to Planning Code Section 418.3 (b) (1) (formerly 318), the Project is subject to the Rincon Hill Community Infrastructure Impact Fee, Section 418 of the Planning Code. The project sponsor intends to satisfy the requirements of the Rincon Hill Community Infrastructure Impact Fee through the provision of in-lieu improvement that has been cursorily reviewed by the City. Generally the project sponsor intends to implement street improvements identified in the Rincon Hill Area Plan. The project sponsor and the City are still coordinating on the design, valuation and terms of agreement. The project sponsor will return to the Planning Commission for a fee waiver and approval of an in-kind agreement when the schematic design and an in-kind agreement are finalized.
    For information about compliance, contact the Case Planner, Planning Department at 415-558-6613, www.sf-planning.org

18. **Rincon Hill South of Market Area (SOMA) Community Stabilization Fee.** Pursuant to Planning Code Section 418.3(b)(2) (formerly 318), the Project shall pay the SOMA Community Stabilization Fee to the Development Fee Collection Unit at DBI, execute of a Waiver Agreement

with the Planning Department, or execute an In-Kind Agreement with the Planning Department, prior to issuance of the first construction document.
For information about compliance; contact the Case Planner, Planning Department at 415-558-6613, www.sf-planning.org

19. Consistent with the process set forth in the Rincon Hill Infrastructure Partnership, the Project Sponsor will diligently and in good faith work with the Planning Department, the Mayor's Office of Economic and Workforce Development, and members of the Rincon Hill community to explore whether the Project can combine its Rincon Hill Infrastructure Impact Fee requirements with potential tax increment finance proceeds from the Rincon Hill Infrastructure Finance District to expand the scope and accelerate the rate of development of the public realm adjacent to and near the Project Site, consistent with the Rincon Hill Streetscape Master Plan.

MONITORING

20. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

21. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

22. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific Conditions of Approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

MITIGATION MEASURES

23. Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

SAN FRANCISCO
PLANNING DEPARTMENT

Addendum to Environmental Impact Report

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Addendum Date:	March 9, 2011
Case No.:	**2010.1044E**
Project Title:	43-45 Lansing Street
EIR:	SCL No. 1984061912, certified May 5, 2005
Zoning:	RH-DTR
Block/Lots:	3749/Lot 59
Lot Size:	15,025 square feet
Project Sponsor:	45 Lansing Development LLC
Sponsor Contact:	Steve Atkinson (415) 356-4617
Lead Agency:	San Francisco Planning Department
Staff Contact:	Michael Jacinto – 415.575.9033 michael.jacinto@sfgov.org

PROJECT DESCRIPTION

Background

The current project sponsor, 45 Lansing Development LLC, is proposing to construct the 45 Lansing Project with certain modifications ("modified project" or "proposed modifications") as compared to the currently-approved project. These proposed modifications primarily concern changes to the number of dwelling units within the previously-approved building envelope.

The approval of the 45 Lansing project was undertaken on the basis of the Final EIR for the Rincon Hill Plan (Case No. 2000.1081E, State Clearinghouse No. 1984061912, referred to as the "Rincon Hill EIR" or "Final EIR"). This program EIR analyzed amendments to the Planning Code and Zoning Maps and to the Rincon Hill Plan, an element of the San Francisco General Plan. The Rincon Hill Plan covered the section of the City generally bound by Folsom Street to the north, the Embarcadero to the east, the Bay Bridge and approaches to the south and Essex Street to the west. The Rincon Hill EIR analysis was based on assumed development and activity that was anticipated under the Rincon Hill Plan, including a number of sites specifically identified for highrise residential development. One of the sites specifically identified in the Rincon Hill EIR for development of a residential tower was 45 Lansing Street, which was included in the Rincon Hill Plan's Preferred Option, as revised in the Final EIR and approved by the Planning Commission.

The 45 Lansing Project was specifically identified and analyzed in the Rincon Hill Plan FEIR as a 400 foot residential tower with up to 320 dwelling units. The project was initially approved by the Planning Commission on March 2, 2006 with 265 units and up to 265 parking spaces. Prior to that approval, the Planning Department issued a technical memorandum concluding that the project was adequately analyzed by the Rincon Hill EIR ("2006 Memorandum"). A project-specific transportation impact study prepared in 2005 was referenced in the 2006 Memorandum ("2005 TIS"). Although the 2006 approval was for a 265 unit project, the 2006 Memorandum and the 2005 TIS considered the environmental impacts of a project of up to 305 dwelling units ("2006 Memorandum Project").

Subsequently, the prior project sponsor requested revisions to the 2006 Project. A revised project, containing up to 227 units, and up to 227 parking spaces, was approved by the Commission on March 15, 2007 ("Approved Project"). Prior to this approval, the Department issued another technical memorandum on March 7, 2007 ("2007 Memorandum") confirming that the Rincon Hill EIR adequately addressed the requirements of CEQA for the Approved Project.

The entitlements approved on March 15, 2007 were extended for one year on June 11, 2009 and again on May 27, 2010.

This Addendum summarizes how the proposed modifications to the 45 Lansing project may result in changes to the project-specific environmental effects associated with the previously approved 45 Lansing project. In particular, this Addendum compares the modified project to the version of the project that was described and analyzed in the 2006 Memorandum and the 2005 IIS. (The 2007 Memorandum reviewed changes from the 2006 memorandum project to the currently approved project.) In analyzing the effects of the proposed modifications, the Addendum also takes into consideration, as appropriate, whether there are changes in the circumstances or relevant new information in order to reach a determination whether or not any additional environmental review would be necessary.

Land Use, Plans and Policies

The Rincon Hill Plan ("Plan") and associated Planning Code amendments were adopted in 2005 and the Plan has not been modified since that time. A number of other high-rise residential projects, in addition to 45 Lansing Street, have been approved on the basis of the Plan. These include One Rincon and Two Rincon (aka 425 First Street, Case No. 2003.0029); 399 Fremont Street (Case No. 2006.0358); 340 Fremont Street (Case No. 2004.0552); and 333 Harrison Street (Case No. 2007.1250). Of these, only One Rincon has been constructed to date.

In June 2005, the City approved the Transbay Redevelopment Plan, which covers 50 acres immediately north of the area covered by the Rincon Hill Plan. The Transbay Redevelopment Plan was described in detail as a cumulative project/planning effort in the Rincon Hill EIR. In addition to addressing the replacement of the Transbay Terminal, the Transbay Redevelopment Plan also called for new residential development on parcels along Folsom Street formerly occupied by the Embarcadero Freeway, as well as office space adjacent to the proposed Transit Center.

The Rincon Hill Plan area also adjoins the area that is subject to the draft Transit Center District Plan ("TCDP"), a comprehensive plan for the southern portion of San Francisco's Financial District. The draft TCDP encompasses approximately 145 acres of the southern downtown core roughly bounded by Market Street, The Embarcadero, Folsom Street, and Third Street, and would result in new planning policies and controls for land use, urban form (including changes to building heights and design policies) and other matters. The draft TCDP, released by the Planning Department in November 2009, builds on other plans in the vicinity, including the Transbay Redevelopment Plan and the Rincon Hill Plan. A Draft EIR for the TCDP is scheduled to be released in the spring of 2011.

In addition, the City has proposed a plan for the redevelopment of Treasure Island and Yerba Buena Island ("TI/YBI"). Although TI/YBI is located several miles east of Rincon Hill in the middle of San Francisco Bay, some of the vehicular transportation between Downtown San Francisco and TI/YBI will utilize the streets in and near Rincon Hill to enter/exit from the Bay Bridge for trips to and from

TI/YBI. Transportation data from the TI/YBI EIR has been utilized as part of the determination that the modified project does not result in any significantly different transportation impacts as compared to those discussed in the Rincon Hill EIR, the 2006 Memorandum and the 2005 TIS. (See discussion of transportation, p.16-17 of this Addendum, for more information.)

Project Location

The project site is located in the Rincon Hill area of San Francisco. The approximately 15,025 square-foot (sf) site is a through lot with frontages on Harrison Street to the south and Lansing Street to the north, on a block bounded by Folsom Street to the north, First Street to the east, Harrison Street to the south and Essex Street to the west. Figure 1 illustrates the project site and its vicinity.

Existing Conditions

The project site is currently a vacant lot of 15,025 sf occupied by interim landscaping. At the time the Planning Commission granted approval in 2007, the site was improved with a single-story brick office building, built in the early 1940s. This building was demolished in 2008, by the prior owner, after a site permit was issued for the Approved Project.

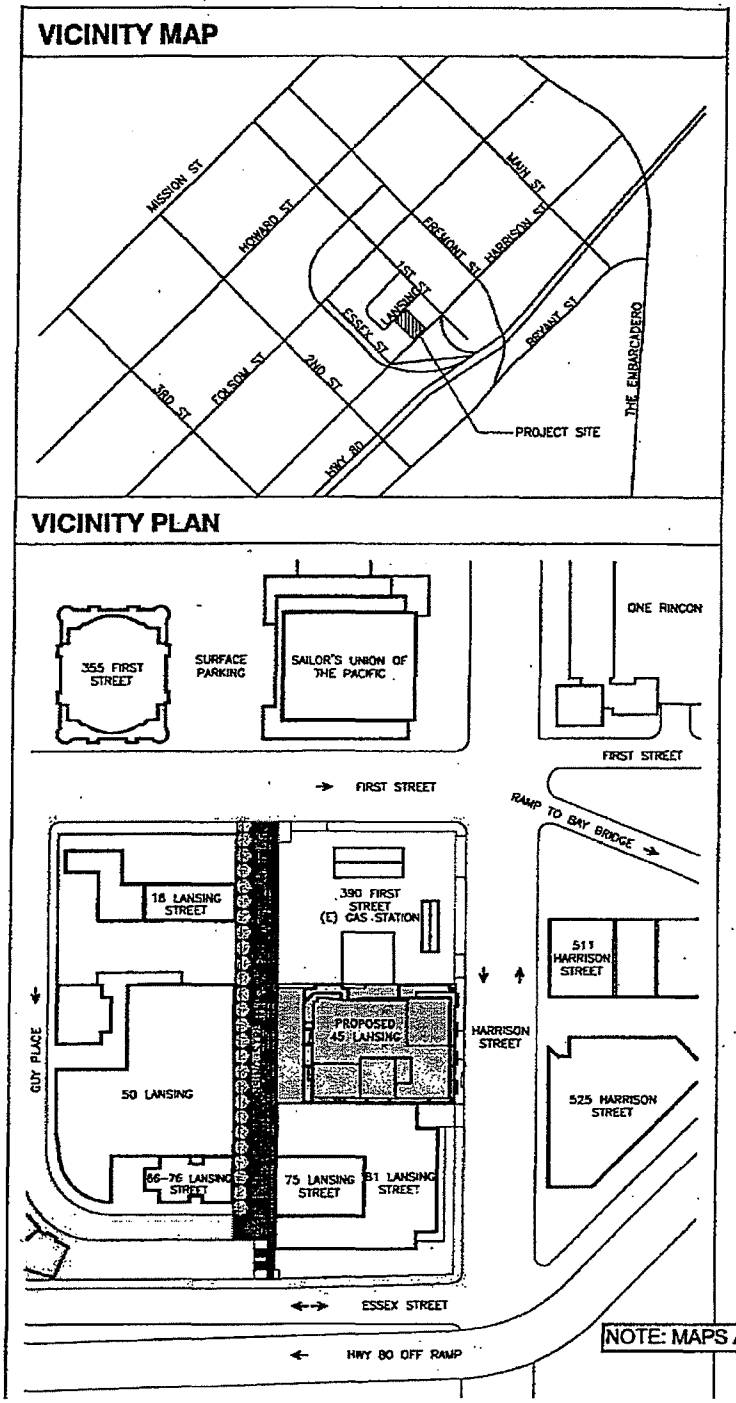
Proposed Modifications to Project

The modified project is essentially the same as the 45 Lansing Street project described in the Rincon Hill FEIR. The project would entail construction of a 39 story, 400 foot-tall building containing up to 320 residential units. Assessor Block 3749 is subdivided by Guy Place and Lansing Street, which demarcates a residential enclave, and by Essex Street, which provides access to a Bay Bridge on-ramp.

The proposed 432,000-square-foot building would have up to five levels of below-grade valet or mechanized parking containing up to 265 spaces, with access only via mechanical lifts (elevators). There would be no independently-accessible parking spaces, but there would be a drop-off area for disabled motorists on the first level of the garage. The project would comply with the Planning Code's Downtown Residential District bicycle parking requirements, which require 25 spaces for the first 50 units, plus one space for each additional four units, for a total of 93 bicycle parking spaces. The proposed project would provide 93 spaces. The building's pedestrian entrance would be located along Lansing Street and the garage entrance and loading dock would be located along Harrison Street.

The building, a tower-on-podium design, would have a reinforced concrete frame constructed on a mat foundation and would require excavation to a depth of approximately 65 feet, and would occupy the entire 15,025 square-foot lot. Along the Lansing Street frontage, the tower would be set back 20 feet at a height of approximately 40 feet and an additional 10 feet (30 feet total) at a height of 60 feet. The Harrison Street frontage would have a five-foot setback at a height of approximately 77 feet. The ground floor of the building would contain the residential lobby, three studio units, each with an individual entrance, accessible from Lansing Street, the vehicular entrance to the parking garage (accessed from Harrison Street), mechanical and electrical space, and a freight loading dock accessed from Harrison Street measuring 12 feet in width, 25 feet in length, and 20 feet high. The building would include a mix of residential units comprised of about 60 percent studios and one-bedroom units, and about 40 percent two-bedroom units, consistent with the Rincon Hill Plan housing policies. Moreover, the project would comply with the City's inclusionary housing requirements.

Figure 1

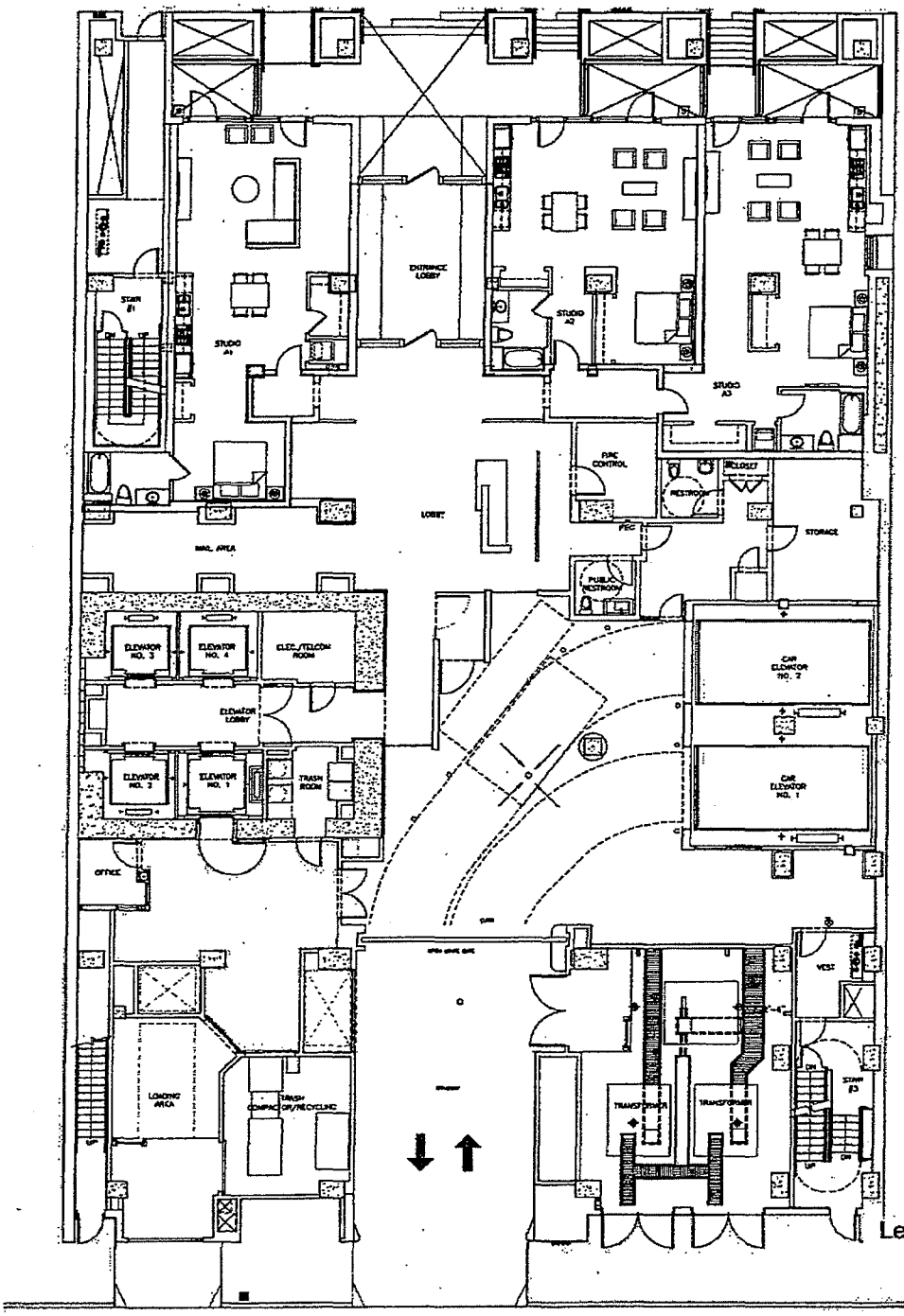

VICINITY MAP
MISSION ST
HOWARD ST
FREMONT ST
HARRISON ST
MAIN ST
1ST ST
LANSING ST
ESSEX ST
BRYANT ST
THE EMBARCADERO
2ND ST
FOLSOM ST
3RD ST
I-80/CYPRESS FWY
PROJECT SITE
VICINITY PLAN
355 FIRST STREET
SURFACE PARKING
SAILOR'S UNION OF THE PACIFIC
ONE RINCON
FIRST STREET
FIRST STREET
RAMP TO BAY BRIDGE
18 LANSING STREET
390 FIRST STREET (E) GAS STATION
511 HARRISON STREET
PROPOSED 45 LANSING
HARRISON STREET
GUY PLACE
50 LANSING
525 HARRISON STREET
66-76 LANSING STREET
75 LANSING STREET
81 LANSING STREET
ESSEX STREET
HWY 80 OFF RAMP
NOTE: MAPS ARE NOT TO SCALE

The project site is within the 65/400-R height and bulk district (400-foot height limit, limitations on bulk above 85 feet in height). The modified project would comply with the height limit. The bulk controls would limit the plan dimensions of the building to a maximum of 115 feet (horizontal) and 140 feet (diagonal) and an average floor area for all tower floors (above 85 feet) of 10,000 square feet. With an average tower floor plate area of approximately 9,600 sf or less, the modified project would comply with the bulk controls. The modified project would also continue to comply with the RH-DTR District's tower separation requirement of 115 feet above a height of 85 feet. The modified project would provide 27,079 sf of open space, meeting the Code requirement to provide 75 sf of open space per unit, through a combination of on-site private open space (e.g., balconies) and open space improvements to Lansing Street.

As compared to the project addressed in the 2006 Memorandum, the modified project would have more units (320 vs. 305) and fewer parking spaces (265 vs. 280) and one fewer level. Compared to the approved project, the modified project would have more units (320 vs. 227) and more parking spaces (265 vs. 227) and one fewer residential level. For the modified project there would be essentially no change to the height or other exterior building dimensions as compared to either the 2006 Memorandum Project or the approved project. (The elimination of one level in the modified project would be accommodated by increasing the floor-to-ceiling heights of the remaining levels by a few inches.)

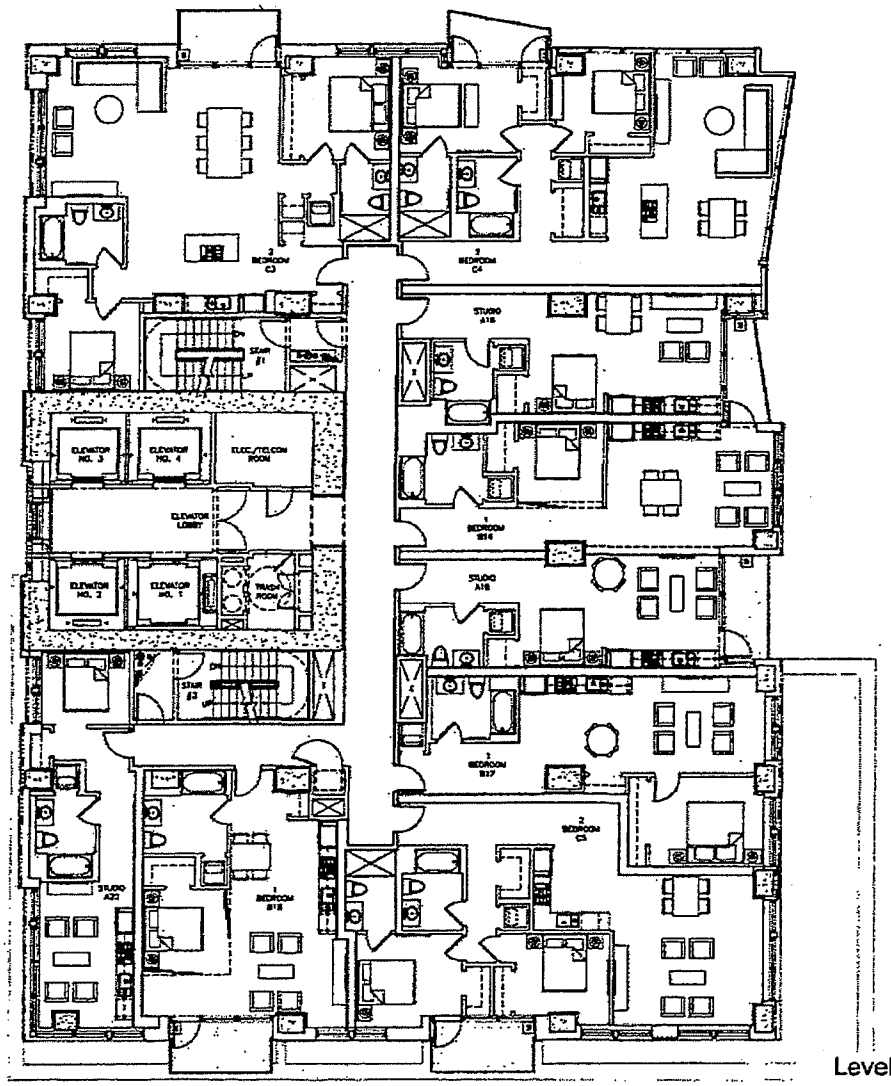
Figures 2 through 7 depict several floor plans and all four elevations of the modified project.

Figure 2



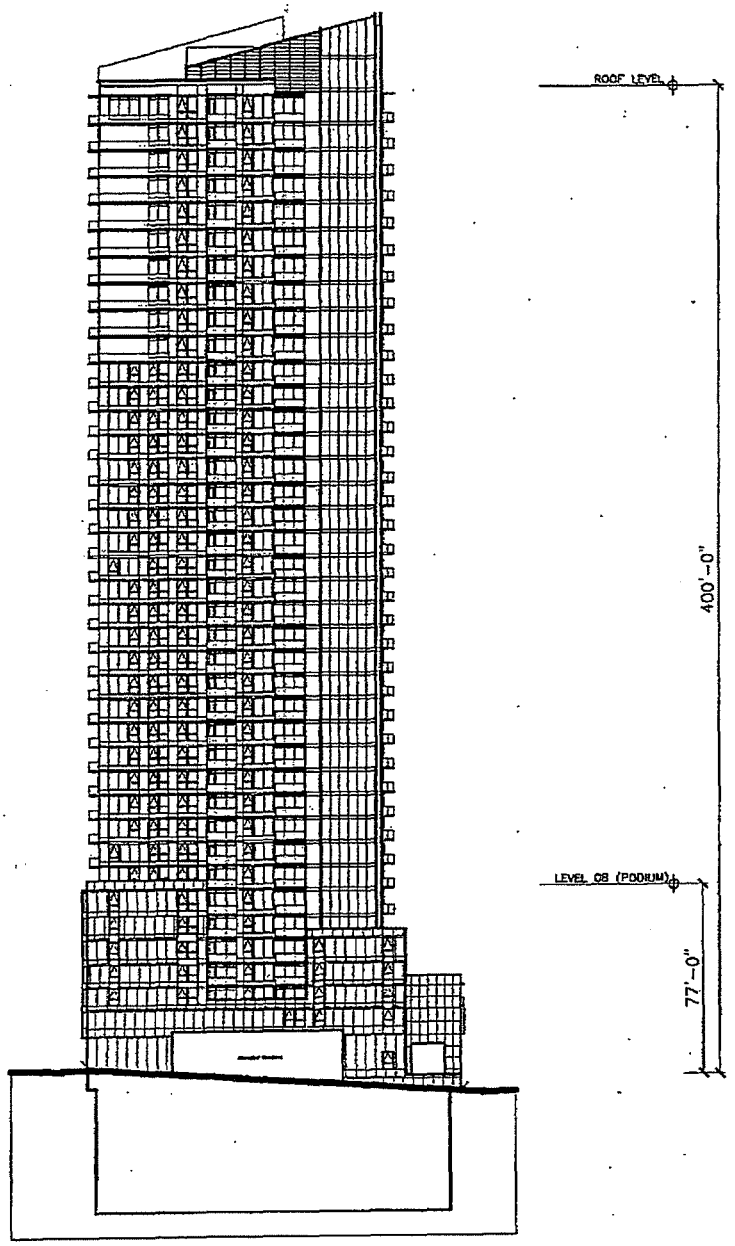
Level 01 Floor Plan

Figure 3



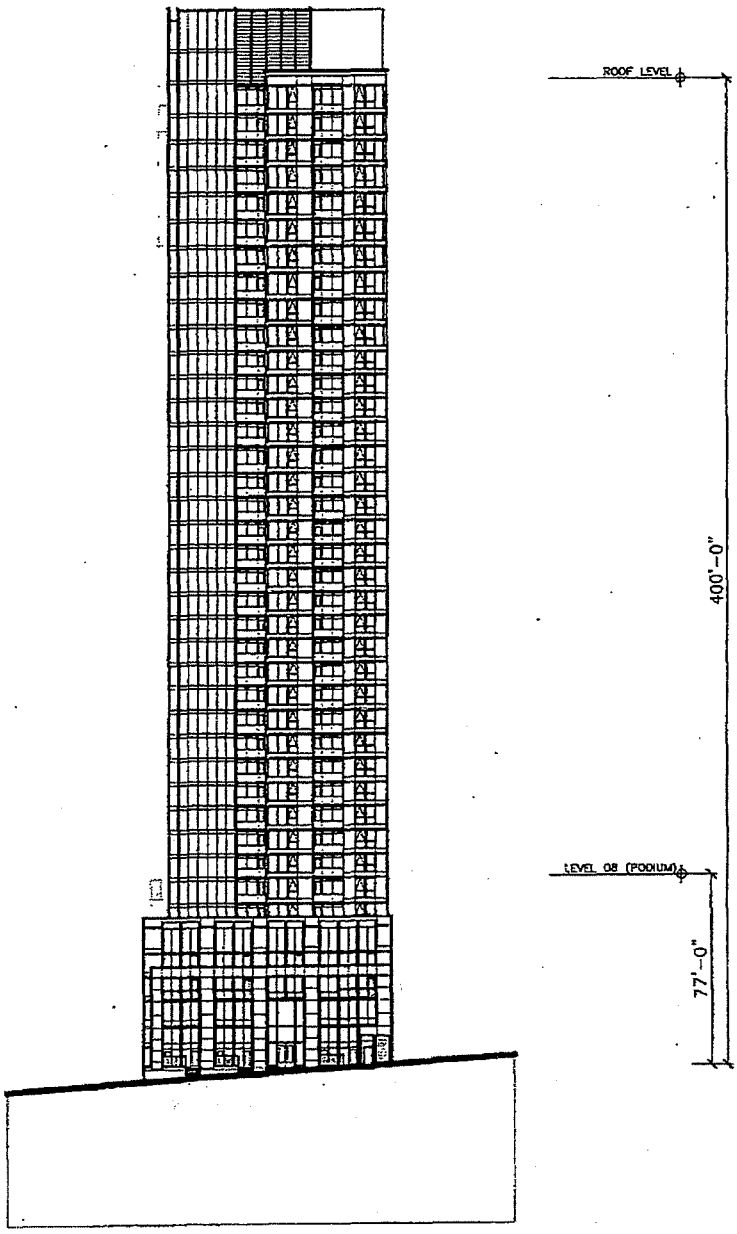
Level 08-25 Floor Plan

Figure 4



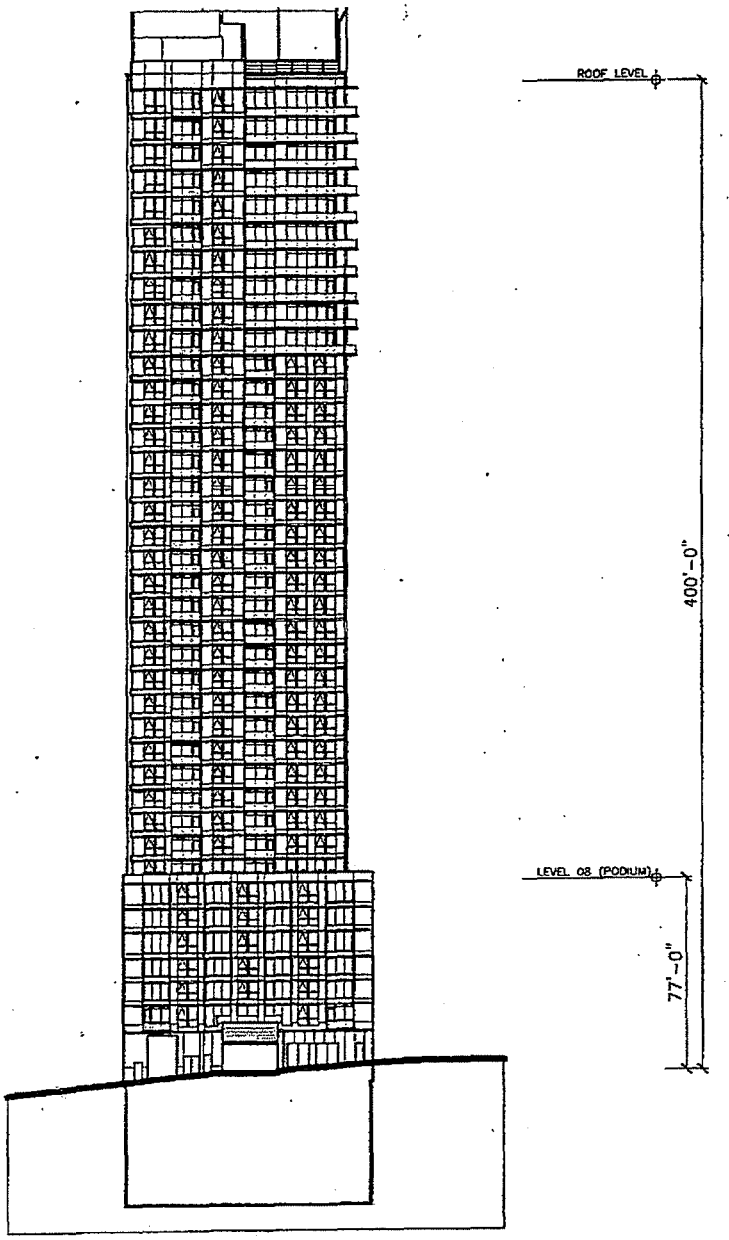
East Elevation at First St.

Figure 5



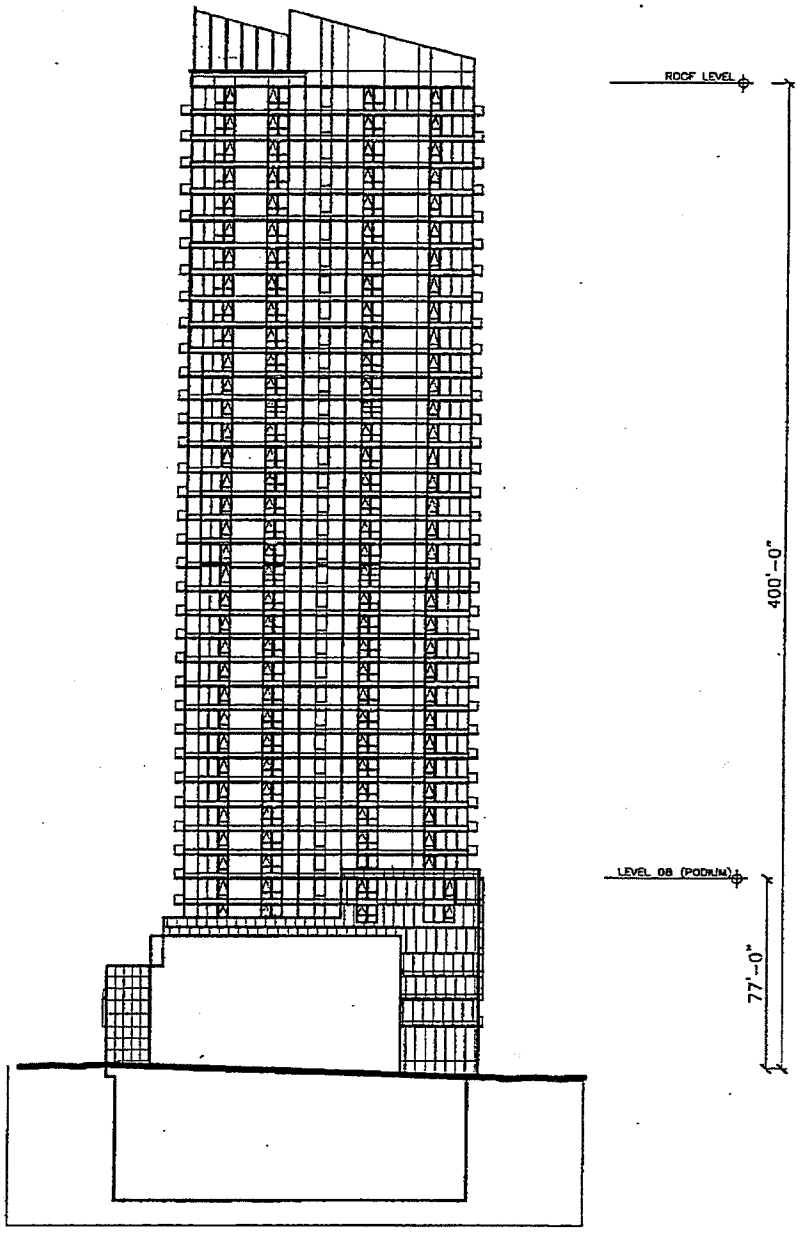
North Elevation at Lansing St.

Figure 6



South Elevation at Harrision St.

Figure 7



West Elevation at Essex St.

ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

Since certification of the EIR, no changes have occurred in the circumstances under which the original project as currently proposed would be implemented, that would change the severity of the project's physical impacts as explained herein, and no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR.

Further, proposed modifications and design refinements to the proposed project, as demonstrated below, would not result in any new significant environmental impacts, substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the EIR. The effects of the modified project would be substantially the same as those reported for the project in the Rincon Hill Plan FEIR. The following discussion provides the basis for this conclusion.

Aesthetics

The Final EIR did not identify any project-specific or cumulative significant visual quality or aesthetics impacts. The visual analysis attached to the 2006 Memorandum determined that the 45 Lansing Project would not have any additional effects that were not examined in the Rincon Hill EIR. The modified project would not change the height and bulk from that currently approved, which was the same height and massing considered in the 2006 Memorandum. Therefore, the modified project would not result in any new or substantially more adverse impacts on aesthetics, including visual character or views and light and glare effects than were identified in the Final EIR.

Transportation

As noted above, in connection with the 2006 Memorandum, a project specific transportation study was prepared by LCW Consulting. As analyzed in the 2005 TIS, the project included 305 residential units (91 studios, 163 one-bedroom units, and 51 two-bedroom units) and 280 parking spaces ("2005 Project").

The modified project differs from the project analyzed in the 2005 TIS due to refinements in the design of the project, and the Rincon Hill Plan objective that a minimum of 40 percent of units be designed with two or more bedrooms. Overall, the modified project would contain 320 residential units (192 studios/one-bedroom units, and 128 two-bedroom units) and up to 265 parking spaces.

In order to assess how the modified project might affect trip generation and the potential impact of additional trips on nearby intersections, LCW Consulting prepared an updated transportation assessment dated January 26, 2011. ("2011 TIS Update")

Trip Generation

The 2011 TIS Update developed comparisons of the travel demand estimates (including person- and vehicle-trips) and parking demand for the 2005 Project and the modified project. (The 2005 Project, which is the same as the project addressed in the 2006 Memorandum, had 320 dwelling units and up to 280 parking spaces. Thus, it had slightly more units than the 2006 approved project, which has 265 dwelling units and 265 parking spaces.) Overall, the weekday daily and weekday PM peak hour (5-6 PM) trip generation would be similar for both projects. The modified project would generate more person-trips than the 2005 Project on a daily basis — 2,720 person-trips as compared to 2,415 person-trips (13 percent more, or 305 additional person-trips on a daily basis). In addition, the modified project would generate a greater number of person-trips than the 2005 Project during the weekday PM peak hour – 470 person-trips as compared to 418 person-trips (13 percent more, or an additional 52 person-trips during the PM peak hour).

Table 1
Person-Trip Generation

	2005 Project		Modified Project	
Residential Units Type / Number	**Daily Trips**	**PM Peak Hour Person-Trips**	**Daily Person-Trips**	**PM Peak Hour Person-Trips**
Studios/1-bedroom / 192	1,905	330	1,440	249
Two-bedroom / 128	510	88	1,280	221
Total	**2,415**	**418**	**2,720**	**470**

Source: 45 Lansing Transportation Study, September 2005, SF Guidelines, LCW Consulting, 2011.

During the weekday PM peak hour, the 2005 Project and the modified project would generate a similar number of auto, transit and walk/other person-trips (as shown in Table 2). The modified project would generate 19 more vehicle-trips (168 vehicle-trips) than the 2005 Project (149 vehicle-trips).

Table 2
Proposed Project Trip Generation by Mode
Weekday PM Peak Hour

	Person Trips				Vehicle Trips
	Auto	Transit	Walk/Other[1]	Total	
2005 Project	163	83	172	418	149
Modified Project	183	94	193	470	168
Net Difference	**20**	**11**	**21**	**52**	**19**

Sources: 45 Lansing Transportation Study, September 2005; SF Guidelines; LCW Consulting, 2011.

Notes:

1. "Other" mode includes bicycles, motorcycles, and taxis.

2. Vehicle trips estimated by dividing auto person trips by an average vehicle occupancy of 1.09 persons per vehicle.

Intersection Operating Conditions

Table 3 summarizes the intersection LOS operating conditions for Existing plus Project and 2020 Cumulative conditions as presented in the 2005 TIS, and presents the intersection LOS operating conditions for an updated 2030 Cumulative conditions from the Treasure Island and Yerba Buena Island ("TI/YBI") Redevelopment Project EIR (July 2010).[1] The TI/YBI analysis did not analyze the intersections of Harrison/Second or Lansing/First.

Table 3
Comparison of Weekday PM Peak Hour Intersection LOS Operating Conditions

Intersection	2005 Transportation Study Existing plus Project	2020 Cumulative Rincon Hill Plan	2030 Cumulative TI/YBI
Folsom/Second	D	F	F
Folsom/First	F	F	F
Harrison/Second	E	F	–
Harrison/Essex	F	F	F
Harrison/First	F	F	F
Harrison/Fremont	D	F	C
Lansing/First	A	A	–

Sources: 45 Lansing Transportation Study, September 2005; SF Guidelines; LCW Consulting, 2011.

As shown in Table 4, during the PM peak hour, the modified project would result in an increase of between 3 and 12 vehicles at the study intersections, as compared to the 2005 project.

Table 4
2005 Project and Modified Project Contributions (Vehicle Trips) at Study Intersections

	2005 Transportation Study	Modified Project	
Intersection	Project Volume Vehicle Trips)	Project Volume (Vehicle Trips)	Increase
Folsom/Second	22	25	3
Folsom/First	68	77	9
Harrison/Second	57	64	7
Harrison/Essex	62	70	8
Harrison/First	94	106	12
Harrison/Fremont	26	29	3
Lansing/First	68	77	9

Sources: 45 Lansing Transportation Study, September 2005; SF Guidelines; LCW Consulting, 2011.

The increase in vehicle trips at the study intersections were examined for the following conditions:

- Existing-plus-Project from the 2005 Transportation Study
- 2020 Cumulative from the Rincon Hill EIR Analysis
- 2030 Cumulative from the Treasure Island/Yerba Buena Island Redevelopment Plan EIR

[1] Traffic operations are characterized using a peak-hour vehicular level of service (LOS) analysis, which provides a standardized means of rating an intersection's operating characteristics on the basis of traffic volumes, intersection capacity, and delays. LOS A represents free-flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco.

Vehicle trips generated by the project would travel through four intersections that operate at LOS E or LOS F under existing conditions — Folsom/First, Harrison/Second, Harrison/Essex, and Harrison/First. For these four intersections, the project contributions to the traffic movements that determine overall LOS performance at these intersections were examined. Under the 2005 Project:

- The 2005 Project's traffic contributions to the intersections of Harrison/Second, Harrison/Essex, and Harrison/First were determined not to be significant under Existing-plus-Project conditions. At the intersection of Harrison/First, no significant contributions were found because the project volumes and the total volumes for the movement would be very small and would not materially affect LOS performance at this intersection.

- The 2005 Project's contributions to the intersection of Folsom/First was determined to be significant under Existing-plus-Project conditions, and therefore the project was determined to have a significant impact at this intersection under Existing plus Project conditions.

The 2011 TIS Update assessed the Existing plus Project traffic volumes as developed for the 2005 TIS, the 2005 Project Trips, and the modified project trips for the four intersections that were identified as operating at LOS E or LOS F under Existing plus Project conditions in the 2005 TIS. The analysis determined that:

- At the intersections of Harrison/Second and Harrison/Essex, the modified project would not result in substantial changes to contributions, and the modified project would not contribute to the poor LOS operating conditions at these intersections. At the intersection of First/Harrison/I-80 EB, the modified project would add two additional vehicles to the eastbound critical movement that would operate poorly (from 17 vehicles with the 2005 TIS project, to 19 vehicles with the modified project). However, the 2005 TIS acknowledged the project's contribution to this movement, and determined that "no significant contribution was found, as the project volumes and total volumes for the movement would be very small and would not materially affect overall LOS performance at this intersection." The addition of two additional vehicles to this movement would not substantially affect this movement, and therefore the 2005 TIS conclusion of no significant contribution would remain true for the modified project.

- At the intersection of Folsom/First, the modified project would contribute substantially to the critical movement. The 2005 TIS found the project's contributions at the intersection of Folsom/First to be significant, and this conclusion would not change with the modified project.

As the discussion above indicates, the modified project would result in the same impacts as the 2005 project.

Contributions to Rincon Hill Plan EIR 2020 Cumulative

The 2011 TIS Update also assessed the 2020 Cumulative traffic volumes as developed for the Rincon Hill Plan EIR, and the 2005 TIS project contributions to the individual movements, as well as the updated modified project contributions.

- At the intersections of Folsom/Second, Harrison/Second, Harrison/Essex/ and Harrison/Fremont, the modified project would not result in substantial changes to contributions, and the modified project would not contribute in a considerable manner to the poor LOS operating conditions at these intersections. The 2005 TIS found the project contributions at these four study intersections less than significant, and this conclusion would not change with the modified project.

- At the intersection of Harrison/First, the modified project would add two additional vehicles to the eastbound critical movement that would operate poorly (from 17 vehicles with the 2005 TIS project, to 19 vehicles with the modified project). However, the 2005 TIS acknowledged the project's contribution to this movement, and determined that "no significant contribution was found as the project volumes and total volumes for the movement would be very small and would not materially affect overall LOS performance at this intersection." The addition of two vehicles to this movement under the modified project would also not substantially affect this movement, and therefore, the impact would be the same as identified in the 2005 TIS.

- At the intersection of Folsom/First, the modified project would contribute considerably to the critical movement. The 2005 TIS found that the project's contributions at the intersection of Folsom/First to be significant, and this conclusion would not change with the modified project.

Contributions to Treasure Island/Yerba Buena Island EIR 2030 Cumulative

Finally, 2011 TIS Update assessed the 2030 Cumulative traffic volumes as developed for the Treasure Island and Yerba Buena Island ("TI/YBI") Redevelopment Project EIR (July 2010), and the updated modified project contributions to the turning movements. The 2030 Cumulative traffic analysis from the TI/YBI Redevelopment Project EIR reflects the most current projections of conditions in downtown San Francisco, and the modified project contributions at the study intersections were assessed to determine if the updated conditions would result in new impacts. The TI/YBI traffic analysis included five of the six study intersections analyzed for the 45 Lansing Street project. The 2011 TIS Update concluded that:

- The intersection of Harrison/Second was not included in the TI/YBI traffic analysis, and therefore the interaction of the modified project with 2030 cumulative was not analyzed.

- Under the TI/YBI analysis, the intersection of Harrison/Fremont was determined to operate at LOS D under 2030 Cumulative conditions. Therefore, this intersection would not have cumulative impacts.

- At the intersections of Folsom/Second and Harrison/Essex, the modified project would not make considerable contributions to the critical movements, and the modified project would not contribute to the poor LOS operating conditions at these intersections.

- At the intersection of Folsom/First, the modified project would contribute considerably to the eastbound right critical movement. The 2005 TIS also found the project's contributions at the intersection of Folsom/First to be significant, and this conclusion would not change with the modified project.

- At the intersection of Harrison/First, the TI/YBI analysis did not identify the eastbound movement as a critical movement. Therefore, the modified project would not contribute to the critical movements identified for this intersection in the TI/YBI analysis.

Table 5 summarizes the impact/contribution determination for the 2005 project and the 2010 project.

Table 5
Summary of Impacts at Study Intersections operating at LOS E or LOS F[1,2,3]

	2005 Transportation Study		2010 Project		
Study Intersection	**Existing plus Project**	**2020 Cumulative [4]**	**Existing plus Project**	**2020 Cumulative [4]**	**2030 Cumulative [5]**
Folsom/Second	–	NSC	–	NSC	NSC
Folsom/First	SC	SC	SC	SC	SC
Harrison/Second	NSC	NSC	NSC	NSC	NA [6]
Harrison/Essex	NSC	NSC	NSC	NSC	NSC
Harrison/First	NSC	NSC	NSC	NSC	NSC
Harrison/Fremont	–	NSC	–	NSC	–
Lansing/First	–	–	–	–	–

Notes:

1. NSC – No Significant Contribution. Project would not contribute significantly to intersections operating at LOS E or LOS F under existing or future cumulative conditions. No impacts.
2. SC/PI – Significant Contribution/Project Impact. Project would contribute significantly to intersections that would be operating at LOS E or LOS F under existing conditions or future cumulative conditions, resulting in a Project Impact.
3. "- -" indicates that the intersection operates at acceptable levels of service of LOS D or better for existing and/or future cumulative conditions.
4. 2020 Cumulative consistent with Rincon Hill EIR analysis. 45 Lansing Transportation Study, September 2005.
5. 2030 Cumulative consistent with Treasure Island / Yerba Buena Island Development Plan EIR. Treasure Island and Yerba Buena Island Redevelopment Plan Transportation Impact Study, Appendix, July 2010.
6. The intersection of Harrison/Second was not included as an analysis intersection in the TI/YBI transportation analysis, and therefore indicated in the table as NA – Not Applicable.

Overall, due to the small increases in vehicles at the analysis intersections, it is not anticipated that the 19 additional vehicle-trips generated by the modified project during the PM peak hour would change the impact assessment findings associated with and adopted for the approved project for either Existing-plus-Project or Project-plus-Cumulative conditions. The modified project revisions would not result in more severe traffic impacts than those that were assessed in the Rincon Hill Plan EIR, as the magnitude of the modified project's contributions to local and areawide traffic impacts would be similar in magnitude to those assessed in the Rincon Hill EIR.

Transit

The Final EIR concluded that the Rincon Hill Plan would generate increases in transit usage that were less than significant. As noted in the 2006 Memorandum, the 45 Lansing project would generate only small percentages of the transit trips that were attributed to the Plan. The modified project would generate approximately a 13 percent increase in the total daily trips as compared to the 2005 Project, with a proportionate increase in the project's transit trips. Based on the 2011 TIS Update for the PM peak hour, the project modifications would increase transit trips by 11 (from 83 trips to 94). This small increase in

daily and peak period transit trips would not change the conclusion that the modified project's transit trips would be a small percentage of the less than significant increases in transit trips attributed to the Rincon Hill Plan. Moreover, the modified project would not conflict with any adopted policies or programs or facilities or decrease the performance and safety of such facilities.

Pedestrians

The modified project's pedestrian trips would increase by a small percentage as compared to the 2005 Project. According to the 2011 TIS Update, the modified project would increase "walk/other" trips from 172 to 193 for the PM peak hour. Moreover, similar to the 2005 Project, the modified project would continue to generate only a small percentage of the less-than-significant increase in pedestrian trips that would result from the Rincon Hill Plan. Similar to the approved project and the 2005 Project, the modified project would not conflict with any adopted policies or programs or pedestrian facilities or decrease the performance and safety of such facilities.

Bicycle

The modified project's bicycle trips would also increase by a small percentage compared to the 305 unit version of the 45 Lansing project discussed in the 2006 Memorandum. The modified project would result in a 13 percent increase in daily bicycle trips and for the PM peak hour the increase in bicycle trips would be included in the "walk/other" component which would increase by 21 pedestrian and bicycle trips (from 172 to 193 trips). Therefore, the modified project would continue to generate only a small percentage of the less than significant increase in bicycle trips that would result from the Rincon Hill Plan. For a project in this zoning district, the Planning Code requires one bicycle parking space for every 4 dwelling units over 50 units, plus 25 bicycle parking spaces. Under this provision, the modified project's 320 units would require 93 bicycle spaces, and the modified project would provide at least the 93 bicycle parking spaces required by the Planning Code. Similar to the approved project and the 2005 Project, the modified project would not conflict with any adopted policies or programs or facilities or decrease the performance and safety of such facilities.

Parking

The Final EIR identified parking impacts as a less than significant impact of the Rincon Hill Plan, and the 2006 Memorandum also concluded that parking impacts were less than significant for the project.

The modified project would have a greater parking demand than the 2005 TIS Project – 403 spaces compared to 356 spaces (See Table 6). The modified project would have a parking shortfall of 138 spaces, compared to the estimated demand, as compared to a parking shortfall of 76 spaces for the 2005 TIS project.

Table 6
Proposed Project Parking Demand and Supply Comparisons

Land Use	Demand	Supply	Surplus/Shortfall
2005 Project	356	280	-76
Modified Project	403	265	-138

Sources: 45 Lansing Transportation Study, September 2005; SF Guidelines; LCW Consulting, 2011.

The Rincon Hill Plan and applicable Code provisions limit as-of-right off street parking spaces for dwelling units to one space for each two units, and also permit exceptions to be granted to allow up to

one-to-one parking as long as the additional spaces meet specified criteria. Previous versions of the project have received exceptions allowing them to provide one space per unit. The modified project would provide no more than 265 off-street spaces for 320 units, a ratio of about .83 spaces per unit, which is 55 spaces less than one space per unit, but the modified project would still require approval of an exception because the parking would exceed one space for every two units.

Consistent with the findings reported in the Final EIR and presented here for informational purposes, implementation of the modified project would increase parking occupancy (e.g., decrease supply) in the area. San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines § 15131(a).). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 8A.115 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the modified project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Loading

The Planning Code does not require a minimum amount of loading spaces to be provided in this district. The Code would allow up to one loading space plus one additional loading space for every two hundred units after the initial 100 units. Under this provision, for 320 units, the modified project would be permitted to provide two loading spaces. One loading space is proposed.

As with the project discussed in the 2005 TIS, the modified project would continue to generate a demand for one loading space during both the average and peak hours of loading. The small increase in units with the modified project (320 vs 305) would not substantially affect loading demand. The loading demand would continue to be accommodated by an on-site loading area, accessible from Harrison Street.

Emergency Vehicle Access

Assessment of emergency vehicle access was not included in the 2005 TIS or the Rincon Hill EIR. For both the 2005 Project and the modified project, emergency vehicle access to the project site would remain unchanged from existing conditions. Emergency service providers would continue to be able to pull up to the project site from Harrison Street or from Lansing Street. With both the 2005 Project and the modified project, the project driveways would be on Harrison Street, and the project would not result in a substantial increase in vehicle trips on Lansing Street that would impede emergency access to the project site or to other buildings fronting Lansing Street. Therefore, impacts on emergency access would be less than significant.

Wind and Shadows

The Final EIR concluded that the Rincon Hill Plan would have no significant wind effects. A project-specific wind tunnel study was prepared in conjunction with the 2006 Memorandum and it was concluded that the 45 Lansing project would not have any more substantial effects than were examined in the Final EIR. The modified project retains the same form, location and orientation of tower and massing that was evaluated in the project-specific wind study and that was approved by the Planning Commission in 2006 and 2007. Thus, the proposed modifications to the 45 Lansing project would not have any additional effects than were discussed in the Final EIR, and the modified project would not alter wind in a manner that substantially affects public areas.

Planning Code Section 295 generally prohibits new buildings that would cast new shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission from one hour after sunrise to one hour before sunset. The Final EIR for the Rincon Hill Plan found the Plan's shadow impacts to be less that significant. The Final EIR noted that the Plan area towers would cast new shadow on a proposed new public open space at Fremont and Harrison Street. Project-specific shadow diagrams, included in the 2006 Memorandum, demonstrated that the Final EIR adequately addressed the shadow impacts of the 45 Lansing project. The proposed modifications to the 45 Lansing project do not change the orientation, height, massing or location of the 45 Lansing project. Therefore, the proposed modifications of the 45 Lansing project would not have any additional or different effects that were not examined in the Final EIR and there is no new or additional information that would alter the conclusions of the Final EIR. The modified project would not create new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas.

Other Issues

The 2006 Memorandum concluded that the Final EIR adequately addressed the hazardous material related impacts of the 45 Lansing project. Specifically, the 2006 Memorandum discussed the potential that various materials in the building located on the project site could pose health threats during construction. The building on site was demolished in 2008. Any potential impacts related to potentially contaminated soil on the project site would be addressed by mitigation measures identified in the Final EIR and adopted as part of the approved project (See p. 21-23 of this Addendum). The proposed modification would not significantly change the project's air quality impacts with respect to either

construction or operational effects. Effective 2010, the State revised Appendix G of the CEQA Environmental Checklist to include two criteria that relate to Greenhouse Gas Emissions. These criteria require that a project's impacts on Greenhouse Gas Emissions be evaluated in the context of whether the modified project would generate greenhouse gas emissions that my have a significant impact on the environment, and whether the project would conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gases. The modified project would comply with various San Francisco regulations that are part of San Francisco's GHG reduction plan which is considered a "qualified greenhouse gas reduction strategy" and thus the modified project would not contribute significantly to global climate change.

The 2006 Memorandum concluded that the Final EIR adequately addressed the archeological impacts of the 45 Lansing project, and the proposed modifications would not change that conclusion. The project sponsor would implement project archeological mitigation measures, which implements the program archeological mitigation in the Final EIR. The 2006 Memorandum stated that the existing building on the project site was not a historical resource and that its demolition would not be a significant adverse impact. In any event, that building was demolished in 2008 by the prior owners, so demolition would not be an effect of the project modifications. The proposed project modifications have not significantly altered the scope of the project excavation and therefore the modified project would not have any additional geologic or soil impacts that were not addressed in the Final EIR.

FEIR Mitigation Measures

Implementation of Program EIR Mitigation Measures

The following mitigation measures have been agreed to by the project sponsor to avoid potentially significant effects of the proposed modified project, and would implement the mitigation measures identified in the program EIR.

Project Mitigation Measure 1 — Construction Air Quality

To reduce particulate emissions, the project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation and construction activities; sprinkle unpaved exterior construction areas with water at least twice per day, or as necessary; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand, or other such materials; and sweep surrounding streets during demolition, excavation, and construction at least once per day. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Project Mitigation Measure 2— Disturbance of Lead-Contaminated Soil Step

Step 1: Determination of Presence of Lead-Contaminated Soils

Prior to approval of a building permit for the project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead. The consultant shall analyze the soil borings as discrete, not composite samples.

The consultant shall prepare a report on the soil testing for lead that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

The project sponsor shall submit the report on the soil testing for lead and pay a fee that shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, the Department of Public Health (DPH) shall bill the project sponsor for each additional hour of review over the first five hours. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine whether the soils on the project site are contaminated with lead at or above potentially hazardous levels.

If DPH determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan

If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, DPH shall determine whether preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by DPH, the SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated site soils. The SMP shall be submitted to DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Lead-Contaminated Soils

(a) *Specific work practices*: If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately, as dictated by local, state, and federal regulations, including OSHA lead-safe work practices, when such soils are encountered on the site.

(b) *Dust suppression*: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) *Surface water runoff control*: Where soils are stockpiled, visqueen or comparable plastic sheeting shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles.

(d) *Soil replacement*: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

(e) *Handling and disposal*: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project she, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Project Mitigation Measure 3 — Archaeological Resources

Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried historical resources. The project sponsor shall retain the services of a qualified archaeological consultant having expertise in urban historical archaeology. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure and with the archaeological testing recommendations of the project archaeological resources study (Archaeological Resources Study for 45 Lansing Street, City and County of San Francisco, Archeo-Tec, Inc., October 2005) at the direction of the Environmental Review Officer (ERO). The project archaeological resources study is an addendum to the *Tar Flat, Rincon Hill and the Shore of Mission Bay: Archaeological Research Design and Treatment Plan for SF-480 Terminal Separation Rebuild* (Anthropological Studies Center, 1995). In any instance of inconsistency between the requirements of the Archaeological Research Design and Treatment Plan or the project archaeological resources study and of this archaeological mitigation measure, the requirement of the latter shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only

feasible means to reduce potential effects on a significant archaeological resource to a less-than significant level as defined in CEQA Guidelines Section 15064.5 (a)(c).

Archaeological Testing Program. The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The project ATP shall be consistent with the testing recommendations of the project archaeological resources study (Archeo-Tec, October 2005) that recommends the use of test trenches in eight locations on the project site to identify extant cultural resources pertaining to prehistoric Native American cultures, the Gold Rush era, and later 19th century domestic lifestyles. The archaeological resources study specifies that the trenches shall be used to test for subsurface cultural remains until culturally sterile subsoil is reached, or Lintil the excavator cannot safely dig any deeper [such as if bedrock is encountered]. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archaeological Monitoring Program. If the ERO, in consultation with the archeological consultant, determines that an archeological monitoring program shall be implemented the archeological monitoring program shall be consistent with the recommendations of the Archaeological Resources Study for 45 Lansing Street, San Francisco (October 2005) and shall include, at a minimum, the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the Archaeological Monitoring Program (AMP) within a reasonable time prior to any project-related soils disturbing activities commencing. The ERO, in consultation with the archeological consultant, shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be consistent with the Archaeological Data Recovery Plan (ADRP) as described in the Archaeological Resource Study for 45 Lansing Street. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.
The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.

- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.

- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.

- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.

- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.

- *Final Report.* Description of proposed report format and distribution of results.

- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 4 — Dewatering

If dewatering is necessary, the project sponsor shall follow the recommendations of the site assessment/ remediation consultant, in consultation with the Bureau of Environmental Regulation (BERM) of the San Francisco Public Utilities Commission, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The BERM must be notified of projects necessitating dewatering. That office may require water analysis before discharge.

If dewatering is necessary, groundwater pumped from the development site shall-be retained in a holding tank to allow suspended particles to settle, if this is determined necessary by the BERM to reduce the amount of sediment entering the combined sewer system. The project sponsor shall require the general contractor to install and maintain sediment traps if determined necessary by the BERM.

CONCLUSION

Based on the foregoing, the Department concludes that the analyses conducted and the conclusions reached in the FEIR certified on May 5, 2005 remain valid, and that no supplemental environmental review is required for the proposed project modifications. The modified project would not cause new significant impacts not identified in the FEIR, or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the original project that would cause significant environmental impacts to which the modified project would contribute considerably, and no new information has been put forward which shows that the modified project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

DATE March 9, 2011

Bill Wycko, Environmental Review Officer
for John Rahaim, Director of Planning

APPENDIX A

2011 Transportation Update

LCW Consulting

Memo

To: Viktoriya Wise and Michael Jacinto, San Francisco Planning Department

From: Luba C. Wyznyckyj

Date: January 26, 2011

Re: 45 Lansing Street Transportation Assessment – Project Update

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This memorandum presents an assessment of the latest land use program for the 45 Lansing Street project (herein referred to as the 2010 Project), as compared with the project analyzed in the *45 Lansing Street Transportation Study*, Final Report, September 2005 (herein referred to as the TS Project). The memorandum also determines that the project changes would not affect the conclusions contained within the February 6, 2006 Planning Department Memorandum which summarizes the project-specific environmental effects of the 45 Lansing Street Project analyzed in the 2005 Transportation Study. The 2006 Planning Department Memorandum determined that the 45 Lansing Street Project was contained within the development program assessed within the Rincon Hill Plan EIR.

Project Description

As analyzed in the 2005 Transportation Study, the TS Project included 305 residential units (91 studios, 163 one-bedroom units, and 51 two-bedroom units) and 280 parking spaces.

The 2010 Project is somewhat different from the project analyzed in the Transportation Study due to refinements in the design of the project, and the Rincon Hill Plan objective that a minimum of 40 percent of units be designed with two or more bedrooms. Overall, the 2010 Project would contain 320 residential units (192 studios/one-bedroom units, and 128 two-bedroom units) and 265 parking spaces.

Trip Generation

For each land use program, the following sections present comparisons of the travel demand estimates (including person- and vehicle-trips) and parking demand. The trip generation and parking demand calculations are attached to this memorandum. Overall, the weekday daily and weekday PM peak hour trip generation would be similar for both projects (see Table 1). The 2010 Project would generate more person-trips than the TS Project on a daily basis – 2,720 person-trips as compared to 2,415 person-trips (13 percent more, or 305 additional person-trips on a daily basis). In addition, the 2010 Project would generate a greater number of person-trips than the Proposed Project during the weekday PM peak hour – 470 person-trips as compared to 418 person-trips (13 percent more, or an additional 52 person-trips during the PM peak hour).

Table 1 Person-Trip Generation Comparison				
Residential Units	TS Project		2010 Project	
	Daily Person-Trips	PM Peak Hour Person-Trips	Daily Person-Trips	PM Peak Hour Person-Trips
Studios/1-bedroom	1,905	330	1,440	249
Two-bedroom	510	88	1,280	221
Total	**2,415**	**418**	**2,720**	**470**

Source: *45 Lansing Transportation Study*, September 2005, *SF Guidelines*, LCW Consulting, 2011.

During the weekday PM peak hour, the TS Project and the 2010 Project would generate a similar number of auto, transit and walk/other person-trips (as shown in Table 2). The 2010 Project would generate 19 more vehicle-trips (168 vehicle-trips) than the TS Project (149 vehicle-trips).

Table 2 Proposed Project Trip Generation by Mode Weekday PM Peak Hour					
	Person-Trips				Vehicle Trips
	Auto	Transit	Walk/Other[1]	Total	
TS Project	163	83	172	418	149
2010 Project	183	94	193	470	168
Net Difference	**20**	**11**	**21**	**52**	**19**

Source: *45 Lansing Transportation Study*, September 2005, *SF Guidelines*, LCW Consulting, 2011.
Note:
[1] "Other" mode includes bicycles, motorcycles, and taxis.

Parking Conditions

The 2010 Project would have a greater parking demand than the Proposed Project – 403 spaces compared to 356 spaces (see Table 3). The 2010 Project would have a parking shortfall of 138 spaces, as compared to a parking shortfall of 76 spaces for the TS Project.

Table 3 Proposed Project Parking Demand and Supply Comparisons			
Land Use	Demand	Supply	Surplus/Shortfall
TS Project	356	280	-76
2010 Project	403	265	-138
Net Difference	**47**	**-15**	**-62**

Source: *45 Lansing Transportation Study*, September 2005, *SF Guidelines*, LCW Consulting, 2011.

Intersection Operating Conditions

Table 4 presents the number of project vehicles at each of the seven study intersections for the TS Project and for the 2010 Project. As indicated in Table 4, during the PM peak hour, the 2010 Project would result in an increase of between 3 and 10 vehicles at the study intersections, with the exception of the intersection of Harrison/First, where the number of project vehicles would increase by 12 vehicles..

Table 4
TS Project and 2010 Project Contributions at Study Intersections

Intersection	Transportation Study	2010 Project	
	TS Project Volume	Project Volume	Increase
Folsom/Second	22	25	3
Folsom/First	68	77	9
Harrison/Second	57	64	7
Harrison/Essex	62	70	8
Harrison/First	94	106	12
Harrison/Fremont	26	29	3
Lansing/First	68	77	9

Source: *45 Lansing Transportation Study*, September 2005, *SF Guidelines*, LCW Consulting, 2011.

The increase in vehicle trips at the study intersections operating at LOS E or LOS F were examined for the following conditions:

- Existing plus Project from the 2005 Transportation Study
- 2020 Cumulative from the Rincon Hill EIR Analysis
- 2030 Cumulative from the Treasure Island/Yerba Buena Island Redevelopment Plan EIR

Contributions to 2005 Transportation Study Existing plus Project Conditions

Under Existing plus Project conditions, the TS Project, as presented in the 2005 Transportation Study, would not result in project-specific impacts related to LOS changing from LOS D or better, to LOS E or LOS F, or from LOS E to LOS F. However, vehicle trips generated by the project would travel through four intersections that operate at LOS E or LOS F under existing conditions – Folsom/First, Harrison/Second, Essex/Harrison, and Harrison/First. For these four intersections, the project contributions to the traffic movements that determine overall LOS performance at these intersections were examined. Under the TS Project:

- The Proposed Project's traffic contributions to the intersections of Harrison/Second, Harrison/Essex, and Harrison/First were determined not significant under Existing plus Project conditions. At the intersection of Harrison/First, no significant contributions were found because the project volumes and the total volumes for the movement would be very small and would not materially affect LOS performance at this intersection.
- The Proposed Project's contributions to the intersection of Folsom/First was determined to be significant under Existing plus Project conditions, and therefore the project was determined to have a significant impact at this intersection under Existing plus Project conditions.

The attached **Spreadsheet 1** presents the Existing plus Project traffic volumes as developed for the 2005 Transportation Study, the TS Study Project Trips, and the 2010 Project Trips for the four intersections that were identified as operating at LOS E or LOS F under Existing plus Project conditions in the 2005 Transportation Study. Also attached are the individual Existing plus Project LOS calculation sheets for the four study intersections, marked up to indicate the critical movements that were examined.

1. At the intersections of Harrison/Second and Essex/Harrison/I-80 EB the 2010 Project would not result in substantial changes to contributions, and the project would not contribute to the poor LOS operating conditions at these intersections.
2. At the intersection of First/Harrison/I-80 EB, the 2010 Project would add two additional vehicles to the eastbound critical movement that would operate poorly (from 17 vehicles with the 2005 Transportation Study project, to 19 vehicles with the 2010 Project). However, the 2005 Transportation Study acknowledged the project's contribution to this movement, and determined that "no significant contribution was found as the project volumes and total volumes for the movement would be very small and would not materially affect overall LOS performance at this intersection". The addition of two additional vehicles to this movement would not substantially affect this movement, and therefore the 2005 Transportation Study conclusion of no significant contribution would remain.
3. At the intersection of First/Folsom, the 2010 Project would contribute substantially to the critical movement. The Transportation Study found that the project's contributions at the intersection of Folsom/First to be significant, and this conclusion would not change with the 2010 Project.

Contributions to Rincon Hill Plan EIR 2020 Cumulative

The attached **Spreadsheet 2** presents the 2020 Cumulative traffic volumes as developed for the Rincon Hill Plan EIR, and the 2005 Transportation Study project contributions to the individual movements, as well as the updated 2010 Project contributions. At each intersection, the critical movements are highlighted. Also attached are the individual LOS calculation sheets, marked up to indicate the critical movements that were examined.

1. At the intersections of Second/Folsom, Harrison/Second, Essex/Harrison/I-80 EB, and Harrison/Fremont, the 2010 Project would not result in substantial changes to contributions, and the project would not contribute to the poor LOS operating conditions at these intersections.
1. At the intersection of First/Harrison/I-80 EB, the 2010 Project would add two additional vehicles to the eastbound critical movement that would operate poorly (from 17 vehicles with the 2005 Transportation Study project, to 19 vehicles with the 2010 Project). However, the 2005 Transportation Study acknowledged the project's contribution to this movement, and determined that "no significant contribution was found as the project volumes and total volumes for the movement would be very small and would not materially affect overall LOS performance at this intersection". The addition of two additional vehicles to this movement would not substantially affect this movement, and therefore, the 2005 Transportation Study conclusion of no significant contribution would remain.

2. At the intersection of First/Folsom, the 2010 Project would contribute substantially to the critical movement. The Transportation Study found that the project's contributions at the intersection of Folsom/First to be significant, and this conclusion would not change with the 2010 Project.

Contributions to Treasure Island/Yerba Buena Island EIR 2030 Cumulative

The attached **Spreadsheet 3** presents the 2030 Cumulative traffic volumes as developed for the Treasure Island and Yerba Buena Island Redevelopment Project EIR (July 2010), and the updated 2010 Project contributions to the turning movements. The TI/YBI traffic analysis included five of the six study intersections analyzed for the 45 Lansing Street project. At each intersection, the critical movements, as determined from the LOS output for the TI/YBI analysis are highlighted.

1. The intersection of Harrison/Second was not included in the TI/YBI traffic analysis.
2. Under the TI/YBI analysis, the intersection of Harrison/Fremont was determined to operate at LOS D under 2030 Cumulative conditions. Therefore, this intersection would not have cumulative impacts.
3. At the intersections of Second/Folsom and Essex/Harrison/I-80 EB, the 2010 Project would not have substantial contributions to the critical movements, and the project would not contribute to the poor LOS operating conditions at these intersections.
4. At the intersection of First/Folsom, the 2010 Project would contribute substantially to the eastbound right critical movement. The Transportation Study found that the project's contributions at the intersection of Folsom/First to be significant, and this conclusion would not change with the 2010 Project.
5. At the intersection of First/Harrison/I-80 EB, the TI/YBI analysis did not identify the eastbound movement as a critical movement. The 2010 project would not contribute to the critical movements identified for this intersection in the TI/YBI analysis.

Summary

Overall, due to the small increases in vehicles at the analysis intersections, it is not anticipated that the 19 additional vehicle-trips generated by the 2010 Project during the PM peak hour would change the impact assessment findings contained within the *45 Lansing Street Transportation Study*. The proposed project revisions would not result in more severe traffic impacts than those that were assessed in the Rincon Hill Plan EIR, as the magnitude of the revised project's contributions to local and areawide traffic impacts would be similar in magnitude than those assessed in the Rincon Hill Plan.

45 LANSING STREET TRANSPORTATION STUDY
PROJECT TRIP GENERATION - WEEKDAY
LAND USE: RESIDENTIAL (WORK TRIPS)

Proposed Size:		320 units			
DAILY			PM PEAK HOUR		
Person-trip Generation Rate [1]:		8.50 trips/unit	Person-trip Generation Rate [1]:	17.3%	1.47 trips/1,000 gsf
Total Person-trips:		2,720 person-trips	Total Person-trips:		470 person-trips
Work Trips [2]:	33%	898 person-trips	Work Trips [2]:	50%	235 person-trips

Origins	Distribution [3]	Mode	Percent [4]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	57.7%	Auto	39.0%	1.09	202	185	53	49
		Transit	20.0%		104		27	
		Walk	38.0%		197		52	
		Other	3.0%		16		4	
		TOTAL	*100.0%*		*518*	*185*	*136*	*49*
Superdistrict 2	8.3%	Auto	39.0%	1.09	29	27	8	7
		Transit	20.0%		15		4	
		Walk	38.0%		28		7	
		Other	3.0%		2		1	
		TOTAL	*100.0%*		*75*	*27*	*20*	*7*
Superdistrict 3	8.3%	Auto	39.0%	1.09	29	27	8	7
		Transit	20.0%		15		4	
		Walk	38.0%		28		7	
		Other	3.0%		2		1	
		TOTAL	*100.0%*		*75*	*27*	*20*	*7*
Superdistrict 4	8.3%	Auto	39.0%	1.09	29	27	8	7
		Transit	20.0%		15		4	
		Walk	38.0%		28		7	
		Other	3.0%		2		1	
		TOTAL	*100.0%*		*75*	*27*	*20*	*7*
East Bay	9.0%	Auto	39.0%	1.09	32	29	8	8
		Transit	20.0%		16		4	
		Walk	38.0%		31		8	
		Other	3.0%		2		1	
		TOTAL	*100.0%*		*81*	*29*	*21*	*8*
North Bay	1.1%	Auto	39.0%	1.09	4	4	1	1
		Transit	20.0%		2		1	
		Walk	38.0%		4		1	
		Other	3.0%		0		0	
		TOTAL	*100.0%*		*10*	*4*	*3*	*1*
South Bay	5.8%	Auto	39.0%	1.09	20	19	5	5
		Transit	20.0%		10		3	
		Walk	38.0%		20		5	
		Other	3.0%		2		0	
		TOTAL	*100.0%*		*52*	*19*	*14*	*5*
Out of Region	1.5%	Auto	39.0%	1.09	5	5	1	1
		Transit	20.0%		3		1	
		Walk	38.0%		5		1	
		Other	3.0%		0		0	
		TOTAL	*100.0%*		*13*	*5*	*4*	*1*
TOTAL	100.0%	Auto	39.0%	1.09	350	321	92	84
		Transit	20.0%		180		47	
		Walk	38.0%		341		89	
		Other	3.0%		27		7	
		TOTAL	*100.0%*		*898*	*321*	*235*	*84*

Notes:
[1] SF Guidelines, Appendix C - combination of 1-bedroom and 2+ bedroom units; PM peak = 17.3% of daily.
[2] SF Guidelines, Appendix C - Non C-3 Residential
[3] 1990 U.S. Census journey-to-work data, Tract 179.01
[4] 2000 U.S. Census journey-to-work data, Tract 179.01

45 LANSING STREET TRANSPORTATION STUDY
PROJECT TRIP GENERATION - WEEKDAY
LAND USE: RESIDENTIAL (NON-WORK TRIPS)

Proposed Size:		**320 units**			
DAILY			**PM PEAK HOUR**		
Person-trip Generation Rate [1]:		8.50 trips/unit	Person-trip Generation Rate [1]:	17.3%	1.47 trips/1,000 gsf
Total Person-trips:		2,720 person-trips	Total Person-trips:		470 person-trips
Non-Work Trips [2]:	67%	1,822 person-trips	Non-Work Trips [2]:	50%	235 person-trips

Origins	Distribution [3]	Mode	Percent [4]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	57.7%	Auto	39.0%	1.09	410	376	53	49
		Transit	20.0%		210		27	
		Walk	38.0%		400		52	
		Other	3.0%		32		4	
		TOTAL	***100.0%***		***1,052***	***376***	***136***	***49***
Superdistrict 2	8.3%	Auto	39.0%	1.09	59	54	8	7
		Transit	20.0%		30		4	
		Walk	38.0%		57		7	
		Other	3.0%		5		1	
		TOTAL	***100.0%***		***151***	***54***	***20***	***7***
Superdistrict 3	8.3%	Auto	39.0%	1.09	59	54	8	7
		Transit	20.0%		30		4	
		Walk	38.0%		57		7	
		Other	3.0%		5		1	
		TOTAL	***100.0%***		***151***	***54***	***20***	***7***
Superdistrict 4	8.3%	Auto	39.0%	1.09	59	54	8	7
		Transit	20.0%		30		4	
		Walk	38.0%		57		7	
		Other	3.0%		5		1	
		TOTAL	***100.0%***		***151***	***54***	***20***	***7***
East Bay	9.0%	Auto	39.0%	1.09	64	59	8	8
		Transit	20.0%		33		4	
		Walk	38.0%		62		8	
		Other	3.0%		5		1	
		TOTAL	***100.0%***		***164***	***59***	***21***	***8***
North Bay	1.1%	Auto	39.0%	1.09	8	7	1	1
		Transit	20.0%		4		1	
		Walk	38.0%		8		1	
		Other	3.0%		1		0	
		TOTAL	***100.0%***		***20***	***7***	***3***	***1***
South Bay	5.8%	Auto	39.0%	1.09	41	38	5	5
		Transit	20.0%		21		3	
		Walk	38.0%		40		5	
		Other	3.0%		3		0	
		TOTAL	***100.0%***		***106***	***38***	***14***	***5***
Out of Region	1.5%	Auto	39.0%	1.09	11	10	1	1
		Transit	20.0%		5		1	
		Walk	38.0%		10		1	
		Other	3.0%		1		0	
		TOTAL	***100.0%***		***27***	***10***	***4***	***1***
TOTAL	100.0%	Auto	39.0%	1.09	711	652	92	84
		Transit	20.0%		364		47	
		Walk	38.0%		693		89	
		Other	3.0%		55		7	
		TOTAL	***100.0%***		***1,822***	***652***	***235***	***84***

Notes:
[1] SF Guidelines, Appendix C - combination of 1-bedroom and 2+ bedroom units; PM peak = 17.3% of daily.
[2] SF Guidelines, Appendix C - Non C-3 Residential
[3] 1990 U.S. Census journey-to-work data, Tract 179.01
[4] 2000 U.S. Census journey-to-work data, Tract 179.01

45 LANSING STREET TRANSPORTATION STUDY
BREAKDOWN OF HOUSING UNITS

Unit Type	#	Trip Gen	Parking Demand
Studio	0	7.5	1.1
1 Bedroom	192	7.5	1.1
2 Bedroom	128	10	1.5
3+ Bedroom	0	10	1.5
Total	320	8.500	1.26

45 Lansing Street- Trip Generation Comparisons

45 Lansing Street Transportation Study (September 2005)

Unit Type	# of dwelling units	Daily Trip Generation Rate	Daily person trips	PM Pk Hr person trips	Parking Demand Rate	Parking Demand
Studio	91	7.5	683	118	1.1	100
1-bedroom	163	7.5	1,223	211	1.1	179
2-bedroom	51	10	510	88	1.5	77
3-bedroom	0	10	0	0	1.5	0
totals	*305*		*2,415*	*418*		*356*

As Entitled (March 2006)

Unit Type	# of dwelling units	Daily Trip Generation Rate	Daily person trips	PM Pk Hr person trips	Parking Demand Rate	Parking Demand
Studio	53	7.5	398	69	1.1	58
1-bedroom	100	7.5	750	130	1.1	110
2-bedroom	109	10	1,090	189	1.5	164
3-bedroom	3	10	30	5	1.5	5
totals	*265*		*2,268*	*392*		*336*

Proposed 2010 Revisions

Unit Type	# of dwelling units	Daily Trip Generation Rate	Daily person trips	PM Pk Hr person trips	Parking Demand Rate	Parking Demand
Studio/1-BR	192	7.5	1,440	249	1.1	211
2-/2+bedroom	128	10	1,280	221	1.5	192
totals	*320*		*2,720*	*470*		*403*

PM Peak hour travel demand is 17.3 percent of daily travel demand

SPREADSHEET 1

45 Lansing Street - Contributions to Existing Traffic Volumes

Intersection Turning Movement Volumes - Weekday PM Peak Hour

Common Intersections	Northbound			Southbound			Eastbound			Westbound			Total	LOS
	L	T	R	L	T	R	L	T	R	L	T	R		
2. First/Folsom														
45 Lansing - Existing	0	0	0	114	1,020	0	0	754	322	0	0	0	**2,210**	**>80/F**
TS Study Project Trips	0	0	0	0	51	0	0	0	17	0	0	0	**68**	
2010 Project Trips	0	0	0	0	58	0	0	0	19	0	0	0	**77**	
% Contribution	0.0%	0.0%	0.0%	0.0%	**5.6%**	0.0%	0.0%	0.0%	**6.0%**	0.0%	0.0%	0.0%		
3. Harrison/Second														
45 Lansing - Existing	54	221	652	155	247	252	8	439	56	118	634	39	**2,875**	**58.4/E**
TS Study Project Trips	0	0	**5**	0	0	0	0	**18**	0	**1**	**28**	**5**	**57**	
2010 Project Trips	0	0	**6**	0	0	0	0	**20**	0	**1**	**32**	**6**	**64**	
% Contribution	0.0%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.0%	**4.6%**	0.0%	**1.0%**	**5.0%**	**14.5%**		
4. Essex/Harrison/I-80 EB														
45 Lansing - Existing	0	0	0	3	862	28	0	67	1,244	0	763	36	**3,003**	**>80/F**
TS Study Project Trips	0	0	0	0	**5**	0	0	**23**	0	0	**34**	0	**62**	
2010 Project Trips	0	0	0	0	**6**	0	0	**26**	0	0	**38**	0	**70**	
% Contribution	0.0%	0.0%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**38.7%**	0.0%	0.0%	**5.0%**	0.0%		
5. First/Harrison/I-80 EB														
45 Lansing - Existing	0	0	0	34	1,073	346	0	46	31	870	500	0	**2,900**	**>80/F**
TS Study Project Trips	0	0	0	0	0	**68**	0	**27**	0	0	9	0	**94**	
2010 Project Trips	0	0	0	0	0	77	0	**19**	0	0	10	0	**106**	
% Contribution	0.0%	0.0%	0.0%	0.0%	0.0%	**22.2%**	0.0%	**41.7%**	0.0%	0.0%	2.0%	0.0%		

Source: 45 Lansing Street Transportation Study, September 2005

TS Project trips at intersections increased by 12.8% to reflect increase from 149 to 168 project-generated vehicle trips during the PM peak hour.

SPREADSHEET 2

45 Lansing Street - Contributions to 2020 Cumulative Traffic Volumes

Intersection Turning Movement Volumes - Weekday PM Peak Hour

Common Intersections	Northbound			Southbound			Eastbound			Westbound			Total	LOS
	L	T	R	L	T	R	L	T	R	L	T	R		
1. Second/Folsom														
45 Lansing - 2020	0	198	208	306	764	0	167	1,692	70	0	0	0	3,405	>80/F
TS Study Project Trips	0	0	5	0	0	0	0	17	0	0	0	0	22	
2010 Project Trips	0	0	6	0	0	0	0	19	0	0	0	0	25	
% Contribution	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%		
2. First/Folsom														
45 Lansing - 2020	0	0	0	211	1,194	0	0	1,216	339	0	0	0	2,960	>80/F
TS Study Project Trips	0	0	0	0	51	0	0	0	17	0	0	0	68	
2010 Project Trips	0	0	0	0	58	0	0	0	19	0	0	0	77	
% Contribution	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%		
3. Harrison/Second														
45 Lansing - 2020	63	363	741	172	373	320	17	475	59	142	807	39	3,571	>80/F
TS Study Project Trips	0	0	5	0	0	0	0	18	0	1	28	5	57	
2010 Project Trips	0	0	6	0	0	0	0	20	0	1	32	6	64	
% Contribution	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	0.8%	3.9%	14.5%		
4. Essex/Harrison/I-80 EB														
45 Lansing - 2020	0	0	0	3	971	43	0	117	1,341	0	931	38	3,444	>80/F
TS Study Project Trips	0	0	0	0	5	0	0	23	0	0	34	0	62	
2010 Project Trips	0	0	0	0	6	0	0	26	0	0	38	0	70	
% Contribution	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	22.2%	0.0%	0.0%	4.1%	0.0%		
5. First/Harrison/I-80 EB														
45 Lansing - 2020	0	0	0	61	1,225	347	0	101	33	979	626	0	3,372	>80/F
TS Study Project Trips	0	0	0	0	0	68	0	17	0	0	9	0	94	
2010 Project Trips	0	0	0	0	0	77	0	19	0	0	10	0	106	
% Contribution	0.0%	0.0%	0.0%	0.0%	0.0%	22.1%	0.0%	19.0%	0.0%	0.0%	1.6%	0.0%		
6. Harrison/Fremont														
45 Lansing - 2020	123	216	312	4	0	199	62	147	0	0	1,206	76	2,345	>80/F
TS Study Project Trips	9	0	0	0	0	0	0	17	0	0	0	0	26	
2010 Project Trips	10	0	0	0	0	0	0	19	0	0	0	0	29	
% Contribution	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%		

Source: 45 Lansing Street Transportation Study, September 2005

TS Project trips at intersections increased by 12.8% to reflect increase from 149 to 168 project-generated vehicle trips during the PM peak hour.

SPREADSHEET 3

45 Lansing Street - Contributions toTI/YBI 2030 Cumulative Traffic Volumes

Intersection Turning Movement Volumes - Weekday PM Peak Hour

Common Intersections	Northbound			Southbound			Eastbound			Westbound			Total	LOS
	L	T	R	L	T	R	L	T	R	L	T	R		
1. Second/Folsom														
Treasure Island - 2030	0	420	157	231	1,161	0	162	1,718	230	0	0	0	4,079	>80/F
TS Study Project Trips	0	0	5	0	0	0	0	17	0	0	0	0	22	
2010 Project Trips	0	0	6	0	0	0	0	19	0	0	0	0	25	
% Contribution	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%		
2. First/Folsom														
Treasure Island - 2030	0	0	0	294	1,506	0	0	933	347	0	0	0	3,080	>80/F
TS Study Project Trips	0	0	0	0	51	0	0	0	17	0	0	0	68	
2010 Project Trips	0	0	0	0	58	0	0	0	19	0	0	0	77	
% Contribution	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%		
3. Harrison/Second														
	0	0	0	0	0	0	0	0	0	0	0	0	0	
TS Study Project Trips	0	0	5	0	0	0	0	18	0	1	28	5	57	
2010 Project Trips	0	0	6	0	0	0	0	20	0	1	32	6	64	
% Contribution	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
4. Essex/Harrison/I-80 EB														
Treasure Island - 2030	0	0	0	13	848	4	0	69	1,076	4	892	0	2,906	>80/F
TS Study Project Trips	0	0	0	0	5	0	0	23	0	0	34	0	62	
2010 Project Trips	0	0	0	0	6	0	0	26	0	0	38	0	70	
% Contribution	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	37.6%	0.0%	0.0%	4.3%	0.0%		
5. First/Harrison/I-80 EB														
Treasure Island - 2030	0	0	0	22	1,557	206	0	74	62	887	527	0	3,335	>80/F
TS Study Project Trips	0	0	0	0	0	68	0	17	0	0	9	0	94	
2010 Project Trips	0	0	0	0	0	77	0	19	0	0	10	0	106	
% Contribution	0.0%	0.0%	0.0%	0.0%	0.0%	37.2%	0.0%	25.9%	0.0%	0.0%	1.9%	0.0%		
6. Harrison/Fremont														
Treasure Island - 2030	130	243	493	117	0	134	27	105	0	0	1,259	52	2,560	35.1/D
TS Study Project Trips	9	0	0	0	0	0	0	17	0	0	0	0	26	
2010 Project Trips	10	0	0	0	0	0	0	19	0	0	0	0	29	
% Contribution	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.3%	0.0%	0.0%	0.0%	0.0%		

Source: Treasure Island and Yerba Buena Island Redevelopment Plan Transportation Impact Study, Appendix, July 2010 (2030 + Base Transit PM)

TS Project trips at intersections increased by 12.8% to reflect increase from 149 to 168 project-generated vehicle trips during the PM peak hour.