



118-0032021-002

Agenda Item **Nos. 5(c) & 5(d)**
Meeting of February 16, 2021

MEMORANDUM

TO: Community Investment and Infrastructure Commissioners

FROM: Sally Oerth, Interim Executive Director

SUBJECT: Approving an amendment to the Design For Development for the Mission Bay South Project Area in connection with Mission Bay South Block 9a; providing notice that this approval is within the scope of the Mission Bay Redevelopment Project Approved under the Mission Bay Final Subsequent Environmental Impact Report ("FSEIR"), a Program EIR, and is adequately described in the FSEIR for the purposes of the California Environmental Quality Act ("CEQA"); and, adopting Environmental Review Findings under CEQA; Mission Bay South Redevelopment Project Area

Conditionally approving an amendment to the 2004-approved Major Phase for Blocks 8- 10a, and Parks P18, P19, and P20, and, a Basic Concept and Schematic Design for Mission Bay South Block 9a to develop an affordable housing project of approximately 148 for-sale units; providing notice that these approvals are within the scope of the Mission Bay Redevelopment Project Approved under the Mission Bay Final Subsequent Environmental Impact Report ("FSEIR"), a Program EIR, and are adequately described in the FSEIR for the purposes of CEQA; and, adopting environmental review findings under CEQA; Mission Bay South Redevelopment Project Area

London N. Breed
MAYOR

Sally Oerth
INTERIM
EXECUTIVE DIRECTOR

Miguel Bustos
CHAIR

Mara Rosales
Bivett Brackett
Dr. Carolyn Ransom-Scott
COMMISSIONERS

One S. Van Ness Ave.
5th Floor
San Francisco, CA
94103

415 749 2400

www.sfocii.org

EXECUTIVE SUMMARY

Curtis Development ("CD"), Michael Simmons Property Development, Inc. ("MSPDI"), and Young Community Developers ("YCD"), co-developers of a proposed 148-unit affordable for-sale housing project ("Project") on Mission Bay South Block 9a ("MBS 9a"), have submitted a Basic Concept and Schematic Design ("BCSD") package for review and approval. The Project will be priced to be affordable to households earning 80-110% of area median income ("AMI") as defined by the San Francisco Mayor's Office of Housing and Community Development ("MOHCD"). The development team consists of CD, MSPDI, and YCD as "Sponsors", and Mithun and YA Studios as architects.

The Project is located on a parcel within the Mission Bay South Redevelopment Project Area (“Project Area”) located across Bridgeview Way from 410 China Basin Street (Mission Bay South Block 9), a 141-unit affordable housing project currently under construction. The Project is the one of the last few remaining residential blocks in the Project Area. Mission Bay South (“MBS”) Blocks 10 and 10a are existing market rate residential developments with 329 and 99 units respectively located across China Basin Street from the Project.

The Project development team participated in a competitive Request for Proposals (“RFP”) process for the development of the MBS 9a parcel. On April 7, 2020, the Commission approved, by Resolution No. 01-2020, an Exclusive Negotiations Agreement and a Predevelopment Loan Agreement, which have allowed the Sponsors to commence predevelopment activities. The RFP sought proposals that maximized the amount of affordable housing, and due to the nature of the existing controls for MBS 9a contemplated amendments to the Design for Development may be needed to allow a continuous 90’ height limit across the site.

Since then, the development team has worked on a BCSD for MBS 9a that fits within the context of the overall neighborhood while maximizing the livability of the site for its future residents. During the design refinement, the Sponsors were able to add eight units to the original concept of 140 units, for a total of 148 units. The Sponsors submitted their BCSD application for the Project to OCII, including amendments to the Major Phase for Blocks 8-10a, and Parks P18, P19, and P20 (the “Major Phase Amendment”). Staff has reviewed the submittal, determined that approval of the application requires amendments to the Design for Development for the Project Area as mentioned above, and is recommending approval under certain conditions shared later in this memorandum.

Staff recommends approving amendments to the Design for Development for the Project Area, and conditionally approving the Major Phase Amendment and the Basic Concept and Schematic Design for the MBS 9a development.

DISCUSSION

Mission Bay Affordable Housing Development

On September 17, 1998, the San Francisco Redevelopment Agency Commission approved the Mission Bay North and South Redevelopment Plans and conditionally approved Owner Participation Agreements with the Mission Bay master developer, Catellus Development Corporation. Subsequently, the Board of Supervisors of the City and County of San Francisco approved, by Ordinance No. 335-98 (Nov. 2, 1998), the Redevelopment Plan for the Mission Bay South Redevelopment Project (“Redevelopment Plan”). FOCIL-MB, LLC (“FOCIL”) is the successor in interest to Catellus Development Corporation. Since the initial approval of the Mission Bay South Owner Participation Agreement (“South OPA”), the document has been amended nine times to modify the development plan on several parcels.¹

¹ The Ninth Amendment was recently approved by the Oversight Board and is pending review and approval by the California Department of Finance.

The implementation of the Mission Bay North and South OPA's as amended will result in a maximum of 6,535 residential units, with approximately 29% or 1,918 units set aside and allowed as affordable. The affordable units are comprised of inclusionary affordable units in Mission Bay North and units developed by nonprofit housing developers in stand-alone projects in Mission Bay North and MBS on Agency Affordable Housing Parcels.

Mission Bay North residential development is complete, with a total of 2,264 market rate and 700 affordable rental and for-sale homes constructed. In MBS all market-rate residential development, totaling 2,332 units, is complete. To date, 612 units have been constructed in stand-alone affordable housing projects in MBS. Below is a table detailing the status of affordable housing in both Mission Bay North and South.

# of Affordable Units	Mission Bay North	Mission Bay South	Mission Bay North and South
Built	700	612	1,312
Under Construction or Planned	0	<u>606*</u>	<u>606*</u>
TOTAL	700	1,218	1,918

* The South OPA requires OCII to construct a base number of 1,108 affordable housing units. In addition, Section 3.6 of the MBS Housing Program (Attachment 3 to the MBS OPA) allows for OCII to construct an additional 110 affordable housing units. The total obligation is approximately 1,218 affordable housing units.

Mission Bay South Block 9A Program

Block 9a Development Program	
Number of units	148
Population/AMI Restrictions	Households earning between 80-110% AMI as defined by MOHCD
Unit sizes	• 33.8% 1 bds: averaging 658 net sf • 42.6% 2 bds: averaging 932 net sf • 23.6% 3 bds: averaging 1,220 net sf
Parking	34 spaces for vehicles; 0.23:1 ratio per unit 76 spaces for bikes
Amenities/community spaces	• Community room • Outdoor courtyard and roof deck • Offices for sales and property management staff • In-unit washer & dryers • Refrigerator and dishwasher

Affordability Ladder

The MBS 9a development offers low- and moderate-income households earning between 80-110% of AMI the benefits of owning a home. Mission Bay's affordable housing program includes rental housing for formerly homeless households, very low- to low-income seniors and families, and low- to moderate-income homeownership housing. Most of the low- to moderate-income homeownership opportunities in Mission Bay have come in the form of inclusionary below market rate units provided within market-rate developments in Mission Bay North except for Mission Walk. In 2005, the former San Francisco Redevelopment Agency funded the 131-unit Mission Walk project, which is the only 100% affordable homeownership project completed to-date in Mission Bay. MBS 9a, once complete, would be the only 100% affordable homeownership development in Mission Bay South. MBS 9a adds a much-needed rung to the overall ladder of affordability in Mission Bay, and in doing so, it also affords some Certificate of Preference ("COP") Program holders who may be over-income for an income-restricted rental unit an opportunity to use their certificate for a limited equity-building homeownership opportunity.

Basic Concept / Schematic Design

Design Description

MBS 9a's building massing is an eight-story concrete building in a C-shaped footprint that wraps around multiple amenity spaces at Levels 1, 2, 8, and on the roof terrace, while yielding the maximum number of units with views of the San Francisco Bay. The building's exterior façade is designed in a wave-fold pattern such that levels 2-8 are broken up into three horizontal bands each with a unique geometry. The folds create groups of the same floor plates on Levels 2-4, 5-6, and 7-8. Each group of floors overlaps the other to create vertical articulation. The slight angles relative to the property boundaries and street grid offer different perspectives to the street and the bay from within the units. This brings a great variety of spatial experiences while maintaining the rigorous efficiency of stacking kitchens and bathrooms. Large floor-to-ceiling windows and nine-foot floor-to-ceiling heights in living and bedrooms expands the sense of space, light, and connection to the outdoors. Windows are staggered slightly from band to band to enhance the reading of the wave patterns. Materials used on the wave are neutral light grey cement plaster walls with dark painted aluminum windows and sheet metal. A bright colored vertical accent piece brings additional warmth at certain window mullions along the facades.

The ground floor includes the main residential lobby, elevators, business center, mail and package areas accessed via a raised and covered entry area at the corner of China Basin Street and Bridgeview Way. Along Bridgeview Way, residential units with stoops, and a Bike Room Lounge with full height and clear storefront windows at the corner with Mission Rock Street will enhance the pedestrian character of this alley street. Recreational activities such as ping pong or pool will share this space with a lounge and bike repair area. The parking garage for 34 cars will be entered off China Basin adjacent to the main entry. Service and mechanical spaces are mostly clustered along the north at Mission Rock Street. Service and exit doors are set back into alcoves and the design of planters along the sidewalk edge will create a pleasant pedestrian experience. Loading for a 30-foot long residential moving truck can be accommodated on the garage ramp within the building while loading for larger trucks requiring a minimum 12 feet clearance will be on China Basin Street.

The design of MBS 9a develops multiple common amenity spaces at the upper floors. At Level 2 a large east facing courtyard serves the residents and is accessed just off the elevators and an adjacent children's play and yoga lounge. This courtyard is intended as a safe creative space for children to play, and for families to gather and enjoy a protected space with expansive views of the bay. A natural playground concept will be developed for this area with plantings to enhance a warm sensory experience. Seating and gathering spaces for parents will be created with good sight lines to the entire space. Pet areas will also be developed.

The eighth floor Community room is the jewel of the building design. By bringing this space to the upper level the ceilings of this room can gently slope up to 12 feet in height and offer a grand expansive view across the bay through floor-to-ceiling glass storefront windows. The indoor-outdoor experience started with the lobby entry is expanded here with an elegant outdoor terrace. The terrace connects to the roof terrace amenity spaces above via a sculptural outdoor stair. The Community Room will be a comfortable place for lounge seating with a full kitchen and storage for occasional event furnishings.

Certificate of Preference Holders

Notably, the design of MBS 9a has included design elements that COP Program holders (and other affordable housing applicants) have commented on as desirable during past lease-up and sales processes. These include the generous unit square footages, in particular for the one- bedroom units, and larger windows.

Landscape Design

The landscape design is intended to reinforce the building's setting within the larger Mission Bay context, its adjacency to P19 and the proximity to water. Along the buildings' ground floor at Bridgeview Way, the landscape serves to complement the pedestrian scale and security by creating pleasant and setback stoop areas with high quality paving and furnishing materials that benefit residents and neighbors passing by.

The east façade along Terry A. Francois Boulevard is bordered by P19, a wedge-shaped landscaped public open space featuring a pedestrian walkway bordered by stormwater treatment basins. A visual connection is drawn from this park to the second level terrace by having tiers of planters holding plants similar in form, color and texture to those in P19. A filtration planter is proposed in a generous setback along P19 at the base of the building to allow for trees and planting.

Response to Sea Level Rise Adaptation

The City and County of San Francisco prepared a Sea Level Rise Vulnerability and Consequences Assessment to meet goals set out in the 2016 Sea Level Rise Actions Plan. About six percent of San Francisco's coastal land falls into the Sea Level Rise Vulnerability Zone that could be inundated by temporary or permanent flooding. A majority of Mission Bay South, including Block 9A is located in this zone. The building design employs a resiliency strategy addressing coastal flooding and sea level rise through its construction and design. The ground floor level of the residential units, other habitable uses

and entrance lobby will be raised four feet above the sidewalk level to mitigate the effects of a 100 year coastal flood event. Some of the ground floor non-habitable uses such as parking, electrical and maintenance rooms will be raised about two feet above the sidewalk. Certain non-habitable rooms like the transformer room, recycling and trash and pump rooms are located at sidewalk level with elevated platforms for critical mechanical infrastructure.

Construction and Materials

The Project is proposed to be of building construction Type I, cast-in-place concrete with post-tension slabs construction, set on steel piles. Two elevators and two sets of stairs will reach all levels and the roof deck. Exterior materials will include stucco, metal, and cement board panels with accents of wood. High-quality aluminum windows and doors will be used. A high-performance building envelope will be developed for energy efficiency and the roof will have a large area available for photovoltaic panels. Hinged slabs will be designed at all entry points including the garage entry from China Basin Street, the main entry ADA ramp and stairs, and the bike room. Additional stair treads will be precast at the main entry stair and at stoop entries along Bridgeview Way.

Neighborhood Amenities, Transit Access, and Site Parking

Mission Bay is rich in transit, open space, retail and entertainment amenities. The neighborhood is well-served by public transit, including the existing Muni T line, which stops a block away from the site and connects to the City's financial district and to BART, and Caltrain which stops approximately seven blocks away from the site and runs south down the peninsula. In addition, the Muni 55-16th Street bus line stops approximately three blocks from the site and connects to the Mission and BART.

The Project's currently proposed designs includes 34 vehicular parking spaces, representing a 0.23:1 ratio per unit and 76 bicycle parking, representing a 0.51:1 ratio per unit. The 0.2 ratio is in line with other Mission Bay 100% affordable developments in similar transit-rich locations, which range from 0 to 0.38 spaces per unit and seeks to balance parking availability and project financial feasibility.

There are numerous neighborhood-serving retail and food destinations within walking distance of Block 9a or reachable by a short bike ride or a few stops on the T Line, including a Safeway supermarket located at 4th and King Streets.

High Costs and Unit Mix Changes

Affordable homeownership projects have limited sources of public subsidy. A major source of funding for affordable housing is tax credits, which are only available for affordable rental housing. Facing high construction costs and limited capital subsidy sources, the Sponsors, with OCII's direction and as required in the predevelopment loan's terms and conditions for the Project, underwent a significant process to study different methodologies to reduce per-unit costs. This included exploring alternative construction methodologies, ways to maximize efficiency of the building layout, and increasing unit count. Through this process, Sponsors ultimately found that a) a traditional concrete Type I construction

methodology would be the most cost-effective strategy and, b) they were able to maximize the density at the site to add eight units to the initial 140-units presented in the concept designs in Sponsors' RFP response. In doing so, Sponsors and architects were able reduce per-unit costs by creating greater economies of scale while still maintaining generous unit sizes and nine-foot floor-to-ceiling heights within the units.

Amendments to Design for Development

In connection with the BCSD application, Sponsors are seeking two changes to the Mission Bay South Design for Development ("D for D") document related to MBS 9a. The D for D sets forth certain design standards and guidelines for the development of buildings within the Project Area, including standards related to building height and bulk, tower location and separation, streetwalls and setbacks, parking and loading, view corridors and signage. Under the RFP, OCII sought proposals that maximized the number of affordable units available on the site. The Project Sponsors are seeking D for D amendments to yield additional affordable units on-site and reduce per-unit construction costs by allowing stacking of residential units for maximum efficiency in layout, structural systems, and construction of mechanical, electrical and plumbing systems. Furthermore, the modifications in height and massing on MBS 9a are consistent with the heights and massing of the surrounding existing and proposed developments nearby the site, including within the approved Mission Rock development, which is under the Port's jurisdiction and is immediately north of MBS 9a. The D for D amendments, along with the development surrounding MBS 9a, will result in a continuous approximately 90-foot-high streetwall frontage along the City's waterfront edge lining Terry A. Francois Boulevard. The amendments are outlined as follows:

- 1) Reassigning the percentage of developable area in Height Zone HZ-4 that can be built at the Base Height of 65 feet to the Midrise Height of between 65 and 90 feet. This is an increase from 13% to 17.8% of the developable area that can be built up to 90 feet within Height Zone HZ-4. This is equal to an additional 10,832 square feet of developable area at the 90-foot height limit, to be used on MBS 9a, which is the last block to be entitled in Height Zone HZ-4.
- 2) Allowing increased height of no more than 90 feet on the Project's street-fronting facade along China Basin Street and Bridgeview Way.

Amendments to the Major Phase Application

Pursuant to the South OPA, FOCIL is required to submit its overall plans for development in "Major Phases" of one or more land use blocks, with each Major Phase consisting of the private development projects and related public infrastructure and park improvements on these blocks. Schematic designs for individual building projects can be submitted following the Major Phase approval and must be generally consistent with the Major Phase.

Development of MBS 9a was included in the Major Phase for Blocks 8- 10a, and Parks P18, P19, and P20, approved on February 17, 2004 by Resolution No. 25-2004 ("2004 Major Phase"). Within this Major Phase, Blocks 9-10a are residential land use blocks bounded roughly by Mission Rock Street, Terry A. Francois Boulevard, Mission Bay North Boulevard, and Third Street. Two of those blocks are designated

as OCII affordable housing sites, two blocks are designated for private, market rate residential development, and one block is designated for public facilities.²

The Project would amend the 2004 Major Phase by:

- Increasing the proposed number of residential Units on Parcel 9a from 62 to 148 units.
- Increasing the proposed residential unit density from 90 units/acre to 214 units/acre on Parcel 9a.
- Increasing the proposed building height on Parcel 9a from 65 feet to 90 feet.
- Increasing the proposed developable floor area for midrise height above 65 feet for Parcel 9a from 0 to 21,957 square feet.
- Increasing the proposed average height of street wall at Mission Rock Street, China Basin Street, and Bridgeview Way from 59'-6", 50 feet and 50 feet respectively, to 90 feet.
- Decreasing the proposed vehicle parking from 62 to 34 spaces.
- Increasing the proposed bicycle parking from 3 to 76 spaces.

Design Review and Approval Process

The Mission Bay Design Review and Document Approval Procedure ("DRDAP") outlines the necessary documents, schedule, and procedures for the review and approval of design submittals. Under the DRDAP, a series of increasingly detailed design documents are required in the design process. They are, 1) Basic Concept / Schematic Designs, 2) Design Development, and 3) Construction Documents. The DRDAP requires the first design submittal, i.e. the BCSD, to be presented to the Commission for review and approval.

Staff has determined that the proposed BCSD for MBS 9a complies with the D for D, as amended, subject to the resolution of the conditions of approval identified in the accompanying Resolution and summarized below:

BCSD Conditions of Approval

As is typical, there are a few remaining design issues to be resolved in subsequent design stages, including the Design Development phase. Staff recommends approval of the MBS 9a BCSD subject to the remaining design issues being resolved in coordination with staff and to the satisfaction of the Executive Director and any changes included in subsequent design stages, beginning with the Design Development phase as follows:

During Design Development, the Sponsors shall:

² Block 8 is the existing Public Safety Building. Blocks 10 and 10a are existing market rate residential developments with 329 and 99 units respectively. MBS 9 was proposed to reach a maximum height of 90 feet utilizing a floor area of 11,125 square feet between 66 feet and 90 feet, from the allocated floor area in Height Zone HZ-4. On January 15, 2019, the Commission approved, by Resolution No. 01-2019, the Basic Concept and Schematic Design of MBS 9 with a maximum height of 52 feet. This allowed MSB 9's previously designated and unutilized 11,125 square feet of floor area between 66 feet and 90 feet to be transferred to MBS 9a which is in the same height zone.

1. **Livability of Units:** Further study the unit layout, floor to ceiling heights, calculation of net square footage, and other residential elements that may impact the livability, marketability, and successful sales and re-sales of the units.
2. **Site Coordination:** Coordinate with Mission Bay Development Group and the affordable housing developers of Mission Bay Block 9, and continue to refine ground floor designs to integrate with the designs of the pedestrian mews on Bridgeview Way to the west of the site and the public park, P19, to the east of the site.
3. **Bike Room:** Further study the interior layout of Bike Room at the ground floor corner of Bridgeview Way and Mission Rock Street that enables screening of bike parking facilities while allowing transparency at the storefront glazing.
4. **Building Color, Materials and Planting Palette:** Continue to develop and refine the building color, materials and planting palette, including wall systems, glazing, awnings, and other materials.
5. **Screening:** Further develop the materiality and architectural treatment of the screening.
6. **Lighting Plan:** Develop a detailed lighting plan. Ensure that lighting for stoops, courtyard and roof amenities will be subtle, facing downwards and reinforce the overall building design.
7. **Signage:** Submit a signage plan prior to or concurrent with the Design Development submittal, pursuant to the Mission Bay South Signage Master Plan.
8. **Environmental:** Comply with all applicable mitigation measures in the adopted Mitigation Monitoring and Reporting Program ("MMRP") as provided by the schedule in the MMRP.

In advance of Construction Documents submittal, the Sponsors shall provide:

9. **Architectural Mock-Up Scope.** Prior to Construction Document submittal and in advance of building materials purchasing, provide scope and plans for performance design mock-up, including primary building materials, color palette, wall systems, glazing and detail installation. Staff shall approve a) mock-up plans prior to mock-up construction, and of b) mock-up materials, as per Construction Documents, and their application, after staff mock-up observations and prior to materials purchases and shipping.

In advance of the start of construction and before procurement of materials, the Sponsors shall provide:

10. **Architectural Mock-Up.** Prior to procuring façade materials, construct a physical material performance mock-up to allow for review of material durability, texture, color and detail installation.
11. **Noise.** Prior to the start of construction, meet with staff to discuss noise regulations and hours of construction operation to ensure that they understand the existing regulations and do not work outside the allowed hours of operations. During construction, designate a single point of contact to address all construction-related concerns from stakeholders.

Marketing and Leasing Preferences

All units will be restricted and affordable to households earning no more than 110% AMI as defined by MOHCD. The preferences applicable for the Project are:

1. Certificate of Preference holders
2. Displaced Tenant Preference Program

3. Neighborhood Resident Housing Preference for 40% of the lottery units if project does not include State funding sources, and 25% of the lottery units if project does include State funding sources (if such preference does not conflict with other financing sources)
4. San Francisco Residents or Workers
5. Members of the General Public

Equal Opportunity Program and Compliance with OCII Policies

The Sponsors are required to comply with OCII's Nondiscrimination in Contracts, Minimum Compensation and Health Care Accountability policies, and will work closely with contract compliance staff to comply with the Small Business Enterprise (SBE) Program on this Project.

The Sponsors have secured the following SBE percentages on the Project through Professional Services contracts thus far: SBE 74.5%; SF SBE 34.2%;

The seven largest professional services contracts are with the following firms:

- Architect: Mithun Solomon
- Associate Architect: YA Studio (SBE-SF)
- MEP: Engineering 350 (SBE-SF)
- Structural Engineering: KPFF
- Geotechnical Engineer: Langan
- Construction Management: Waypoint Consulting
- Landscape Architect: GLS Landscape (SBE-SF)

Three of the seven largest contracts are with San Francisco-based Small Business Enterprises, including the Associate Architect, YA Studios which is an African-American owned and operated firm. Attachments B and C provide additional detail on the Project's Professional Services contracts, including SBE firm biographies.

During the construction phase of this project, the Sponsors are committed to meeting OCII's requirements and goals which includes the 50% SBE construction subcontracting participation goal, payment of prevailing wages and the 50% local construction workforce hiring goal. Through a competitive process, the Sponsors has selected Baines Group, Inc. (BGI) and Nibbi Brothers General Contractors (BGI/Nibbi), the joint venture of two San Francisco based general contractors, of which, BGI is a certified SBE-SF and African-American owned.

COMMUNITY PARTICIPATION

As previously mentioned, a member of the Mission Bay Citizens Advisory Committee ("Mission Bay CAC") was included in the developer selection interviews and submittal review. OCII staff has continued to work with the CAC as the project has moved forward with its design. On January 14, 2021, OCII and the Sponsors and architect presented the BCSD and the Major Phase Amendment to the Mission Bay CAC, who voted to recommend the design and to move forward for Commission review and approval.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA")

The approval of the D for D Amendment, the conditional approval of the BCSD, and the amendment to the 2004 Major Phase, are undertakings in furtherance of the Redevelopment Plan ("Implementing Actions") and are within the scope of the Mission Bay Project analyzed in the FSEIR. They require no further environmental review beyond the FSEIR pursuant to the State CEQA Guidelines Section 15180, 15162 and 15163 for the following reasons:

- (1) The Implementing Actions are consistent with the project analyzed in the FSEIR and do not require major revisions to the FSEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts; and,
- (2) no substantial changes have occurred with respect to the circumstances under which the "Mission Bay Project" analyzed in the FSEIR will be undertaken that would require major revisions to the FSEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the FSEIR; and,
- (3) no new information of substantial importance relating to the Implementing Actions has become available, which would indicate that (i) the Implementing Actions will have significant effects not discussed in the FSEIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the FSEIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the FSEIR.

NEXT STEPS

Upon BCSD approval, the Sponsors will move forward into the next stage of design and submit building permit applications to the City. The Sponsors intends to apply for construction and permanent gap funding in the second half of 2021 and then will start construction in the spring/summer of 2022. Construction is anticipated to be completed in the first half of 2024.

(Originated by Annie Wong, Development Specialist)

DocuSigned by:

336F9B4FE72748A...
Sally Oerth

Interim Executive Director

- Attachments:
- A. Mission Bay South Block 9A – Transit and Amenities Maps
 - B. Professional Services Contracting Summary
 - C. Professional Services Firm Biographies

Attachment A: Site Transit and Amenities Map



- | | | |
|------------------------------------|----------------------------|------------------|
| Completed Open Space | TMA Shuttle Caltrain Route | Project Location |
| Future Open Space | TMA Shuttle Transbay Route | Muni T-Line |
| Bay Area Bike Share Station | TMA Shuttle Loop Route | Muni 55-Line |
| Bicycle Lane (striped or marked) | TMA Shuttle East Route | |
| Bicycle Route (shared travel lane) | TMA Shuttle West Route | |

MISSION BAY BLOCK 9a TRANSIT

FEBRUARY 2017



Attachment A: Site Transit and Amenities Map



Attachment B Professional Services Contracting Summary

MBS Block 9A Professional Services Budget (incl. SBE participation)		Fees	SBE Goal Credit*	SBE - SF	MBE	WBE
Totals		\$ 4,649,590	\$ 3,464,540	\$ 1,589,400	\$ 828,100	\$ 239,500
Percent of Total Fees			74.5%	34.2%	17.8%	5.2%
* Full SBE credit is granted to joint ventures and associations where the SBE partner performs at least 35% of the joint venture or association agreement. ** Please note: ethnicity and/or gender data were gathered from third-party sources and presented for informational purposes only. Such data have not been verified.						

Attachment C: Professional Service Firm Biographies

Associate Architect: YA Studio (with Mithun) (SF LBE, MBE)

Y.A. studio is an African-American owned architectural design firm committed to bringing an innovative and modern approach to the field. Yakuh Askew, a San Francisco native, established the firm in 2004 with an eye towards socially responsible growth, environmental responsibility, and community. The firm embraces a diverse portfolio that includes custom single-family homes, affordable housing, large multi-family developments, restaurants, office and retail spaces. Y.A. studio is a certified MBE and LBE. OCII projects include Alice Griffith, Hunter Point Shipyard Block 10A, Hunters Point Shipyard Block 48, and Mission Bay Block 9.

Mechanical, Electrical, Plumbing(MEP): Engineering 350 (SF LBE)

Engineering 350 is a collaborative, interdisciplinary firm that offers innovative building services through a diverse team of engineers and consultants. The firm places a high value on sustainability, and strives to provide client solutions that balance environmental benefit, social well-being and financial viability. Engineering 350 was established 2010 in San Francisco and is a certified LBE. Past OCII projects include Mission Bay Block 6E and the Uber Headquarters in Mission Bay.

Landscape Architect: GLS Landscape Architecture (SF LBE)

GLS Landscape Architecture was established in San Francisco in 1993, and specializes in the integration of traditional architecture, landscape architecture, urban design and infrastructure. Located in the heart of the Mission District, GLS employs 18 multi-disciplinary staff members, and the firm has extensive experience designing complex urban landscapes for both institutional and residential buildings. Past OCII projects, include Hunters View Redevelopment Phases 1 and 2, Broadway-Sansome Affordable Housing, Renee Cazenave Apartments at Transbay Block 11A, Transbay Block 9, Mission Bay Block 7, and 1110-1190 4th Street (in Mission Bay), and Mission Bay Block 6W.