

ADDENDUM TO SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Date of Publication of Addendum: January 7, 2010

Date of Certification of Final Subsequent EIR: September 17, 1998

Lead Agency: San Francisco Redevelopment Agency

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Project Title: Redevelopment Agency Case No. ER 919-97 Addendum #7
Mission Bay Public Safety Building

Project Sponsor/Contact: Charles Higuera, San Francisco Department of Public Works

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Project Address: Block 8 in the Mission Bay South Redevelopment Area. Approximately 1.5 acres, located south of Mission Rock, east of Third Street, and north of China Basin Street within the Mission Bay South Plan area. Mission Bay South is south of China Basin Channel.

City and County: San Francisco

Determination:

Based on the analysis described in this addendum, the proposed Mission Bay Public Safety Building does not entail any substantial changes that would require major revisions to the *1998 Mission Bay Subsequent Final Environmental Impact Report* (Mission Bay), nor would there be new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Since certification, no changes have occurred in the circumstances under which the *Mission Bay South Redevelopment Plan* would be undertaken, and no new information has emerged that would materially change any of the analyses or conclusions of the Mission Bay SFEIR; therefore, no additional environmental review is necessary beyond this addendum.

(The basis for this determination is provided on the following pages.)

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



Stanley Muraoka
San Francisco Redevelopment Agency



Date of Determination

Background

On August 23, 1990, the San Francisco Board of Supervisors certified the *Mission Bay Final Environmental Impact Report* (the “1990 FEIR”).¹ The 1990 FEIR assessed the development program that was ultimately adopted as the *Mission Bay Plan, an Area Plan of the San Francisco General Plan*, with implementation of zoning. In 1996-97, the San Francisco Redevelopment Agency, with Catellus Development Corporation as project sponsor, proposed a new project for the Mission Bay area, consisting of two separate redevelopment plans (*Mission Bay North Redevelopment Plan* and *Mission Bay South Redevelopment Plan*) (“North Plan” and “South Plan” or, collectively, the “Plans”) in two redevelopment project areas separated by the China Basin Channel.

On September 17, 1998, the San Francisco Planning Commission and the Redevelopment Agency commission certified the Mission Bay Final Subsequent Environmental Impact Report (FSEIR).² The FSEIR analyzed reasonably foreseeable development under the Plans. It incorporated by reference information from the original 1990 FEIR that continued to be accurate and relevant for the new project. Thus, the 1990 FEIR and the Mission Bay FSEIR together constitute the environmental documentation for the Plans. The Mission Bay FSEIR assumed as part of the analysis that there would be a new fire and police station constructed on Block 8 of the Mission Bay South Redevelopment Area.

The Redevelopment Agency commission adopted the Plans on September 17, 1998, along with the *Mission Bay South Owner Participation Agreement* (South OPA) and the *Mission Bay North Owner Participation Agreement* (North OPA) between the Redevelopment Agency and Catellus Development Corporation.³ As authorized by the Plans, the Redevelopment Agency commission simultaneously adopted design guidelines and standards governing development, contained in companion documents, *The Design for Development for the Mission Bay South Project Area* (South Design for Development) and *The Design for Development for the Mission Bay North Project Area* (North Design for Development), respectively.⁴ The San Francisco Board of Supervisors adopted the North Plan on October 26, 1998, and the South Plan on November 2, 1998.⁵

The San Francisco Redevelopment Agency has prepared six prior addenda to the Mission Bay FSEIR:

1. The first addendum, dated March 21, 2000, Analyzed the ballpark parking lots.
2. The second addendum, dated June 20, 2001, Addressed Infrastructure Plan revisions related to the 7th Street bike lanes and relocation of a storm drain outfall.
3. The third addendum, dated February 10, 2004, Addressed revisions to the South Design for Development with respect to the maximum allowable number of towers, tower separation, and required setbacks.
4. The fourth addendum, dated March 9, 2004, Addressed revisions to the South Design for Development with respect to the permitted maximum number of parking spaces for bio-technical and similar research facilities, and specified certain changes to the North OPA to reflect a reduction in permitted commercial development and associated parking.
5. The fifth addendum, dated October 4, 2005, Addressed revisions to the University of California San Francisco Long Range Development Plan and the Final Environmental Impact Report for Long Range Development Plan.

¹Planning Department Case No. 86.505E.

²Planning Department Case No. 96.771E, Redevelopment Agency Case No. ER 919-97.

³Resolution No. 188-98 and Resolution No. 193-98, respectively.

⁴Resolution No. 186-98 and Resolution No. 191-98, respectively.

⁵Ordinance No. 327098 and Ordinance No. 335-98, respectively.

6. The sixth addendum, dated September 10, 2008, Addressed revisions of the University of California San Francisco Medical Center at Mission Bay.

Regulatory Setting

The proposed project would be located on a 1.5-acre parcel on Block 8 (referred to hereafter as the project site) in the Mission Bay South Redevelopment Area.

The project is subject to the South Plan and the South Design for Development, as amended on March 16, 2004, which together specify development standards for the site, including standards and guidelines for height, setbacks, and coverage. In accordance with California Community Redevelopment Law, when the Board of Supervisors approved the South Plan in 1998, land use and zoning approvals within Mission Bay came under the jurisdiction of the Redevelopment Agency. Together, the South Plan and South Design for Development constitute the regulatory land use framework for Mission Bay, and they supersede the City's Planning Code, except as otherwise specifically provided in those documents and associated documents for implementing the Mission Bay Plans.

The infrastructure serving the project site would be provided by the master developer, FOCIL-MB, LLC, consistent with the South OPA and Mission Bay South Infrastructure Plan. The proposed project's demand for infrastructure, such as water, sewer, and storm drainage, would be within the capacity anticipated in the infrastructure plan.

The project design, construction, and operations would comply with the following:

- South Plan and South Design for Development;
- Mitigation measures included in the FSEIR and identified for the project site; and
- All other associated adopted plans and documents; these include the Mission Bay South Memorandum of Understanding between the Art Commission and the Redevelopment Agency (dated January 4, 1999) and the 1999 Mission Bay Risk Management Plan, with amendments, including the Article 22A of the San Francisco Department of Public Health for analyzing soils for hazardous waste (applicable FSEIR mitigation measures are included in this addendum in Exhibit A).

The proposed project would also comply with all other related adopted plans and regulations, as well as the City and County of San Francisco Planning and Building Codes and Standards, including Chapter 7 of the San Francisco Environment Code "Resource Efficiency Requirements," required permits from the San Francisco Municipal Transportation Agency, and any engineering requirements to allow for underground parking.

Existing Conditions

The project site is bounded by Mission Rock, Third, and China Basin Streets (see Figure 1). Before 1998, Mission Bay was characterized by low-intensity industrial development and vacant land. Since adoption of the plans in 1998, Mission Bay has undergone redevelopment into a mixture of residential, commercial (light industrial, research and development, labs and offices), and educational/institutional uses and open space.

The South Plan assigns a land use designation of "Public Facility" to the site. The Public Facility designation allows fire and police stations, open lots or enclosed storage, railroad tracks and related uses, and other public structures and uses. The South Plan identifies the location for a future police and fire station.

The project site is mostly vacant and is paved with asphalt, except for a two-story brick firehouse at the southwest corner (Firehouse No. 30, which currently houses the Fire Department Toys for Tots program and a meals program for homeless people sponsored by the Missionaries of Charity). The FSEIR found Firehouse No. 30 to be a potentially significant historic resource, and a recent assessment has confirmed that the building is eligible for listing on the National Register of Historic Places and the California Register of Historical Resources (See Exhibit B).

The vacant parcels on the east, south, and west of the project site are designated for residential use by the South Plan. A parking lot for AT&T Park ("Seawall Lot 337") is north of the project site on Seawall Lot 337, under the jurisdiction of the Port of San Francisco. Seawall Lot 337 is not within the Mission Bay South Redevelopment Area.

Future development plans for Seawall Lot 337 are under review by the Port of San Francisco, and no plans have been adopted yet, nor has any environmental review been undertaken for a proposed project; therefore, future use of the Seawall Lot 337 is speculative and is not considered in this analysis.

Proposed Development

The Public Safety Building project consists of the development of a six-story public facilities complex (to a maximum of 90 feet tall on portions of the site) on Block 8 in the Mission Bay South Redevelopment Area. The project, which consists of approximately 320,200 gross square feet of development, includes the 6,200-square-foot Firehouse No. 30, which would be retained and reused. The project uses include a local police station, the police headquarters (administrative functions), a local fire station, and parking. The police headquarters would include a meeting room that could also be shared by the local community for occasional public meetings. The parking spaces would be used by firefighters and visitors (15 spaces), police department vehicles and authorized visitors (156 spaces), and marked and unmarked patrol vehicles (74 spaces).

The proposed uses are allowed under the South Plan Public Facilities land use designation. Table 1 shows an approximate breakdown of the square footage of the proposed project.

**Table 1
Public Safety Building Facility Breakdown**

Facility	Size (gross square feet)
Police Headquarters	130,500
Police Southern Station	27,000
Fire Station	22,000
Firehouse No. 30	6,200
Parking for 245 firefighting and police vehicles	134,500
TOTAL	320,200

The design of the Public Safety Building project is early in the process, and only general massing designs have been completed to allow for initial cost estimating of the project. However, as the design progresses, the project will be required to comply with the adopted South Design for Development design standards and guidelines, including setbacks, heights, and other design requirements. For example, the project falls within the HZ-4 height zone, wherein all the tower height allowances (i.e., any portion of the building allowed to exceed 90 feet in height) have been allocated to other future projects through the Major Phase planning process. As a result, the Public Safety Building cannot exceed 90 feet in height and must be shorter than 90 feet on portions of the site, excluding such features as rooftop equipment. In addition, a five-foot setback would be required along Third Street.

The project would retain and reuse the brick Firehouse No. 30 on the site. Consistent with Mitigation Measure D.2a of the FSEIR, this building would be retained and reused in a manner that preserves its historic integrity, consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The other components of the project would also be designed to maintain the historic integrity of the firehouse.

The proposed project would not include significant building demolition because Firehouse No. 30 would be retained. The Mission FSEIR and a historical survey conducted in March 2009 concluded that Firehouse No. 30 meets the criteria for listing on the National Register of Historic Places and the California Register of Historical Resources (See Exhibit B). The pavement and fences and the one-car garage along the south wall of the fire station would be demolished. The garage was built in the 1990s and is not a contributing element to the historical integrity of Firehouse No. 30 (see Exhibit B). Grading would be required to bring the site up to the established level of Third Street, but Firehouse No. 30 would be left in place. The Public Safety Building would be designed, as required, to reflect the on-site geotechnical conditions. The surrounding infrastructure would be built by the Master Developer in concert with the project, in accordance with the terms of the South OPA.

Proposed Operations

The local fire and police stations would be open and staffed 24 hours a day, seven days a week. Employees would work 24-hour shifts, which officially start at 8:00 AM. Between 9 and 15 employees would staff the fire station on a typical day, depending on needs. This would include four firefighters for one fire vehicle, five firefighters for a hook-and-ladder truck, and a fire chief and a rescue squad. Daily visitors to the fire station would number approximately 20.

The police station's patrol officers would work in four shifts, starting at 6:00 AM, 11:00 AM, 4:00 PM, and 9:00 PM. Typical work shifts for the police headquarters building would start between 6:00 AM and 9:00 AM, with work periods of 8 to 10 hours. Some of the police headquarters staff would access the building during off-hours. The existing police headquarters on Bryant Street would relocate to the police headquarters building at the project site and would be open to the public Monday through Friday from 8:00 AM to 5:00 PM, with approximately 230 visitors on a typical day. The police station would receive an estimated 100 visitors per day, most arriving between 8:00 AM and 6:00 PM. Operations at the police headquarters would be administrative during regular weekday business hours and would include the following functions: administrative division, investigation division, short-term property/evidence storage, and limited in-service training. Visitors to the police headquarters would include other law enforcement and justice agencies and civilians. Table 2 lists the anticipated daily number of employees, visitors, and permitted official vehicles to the project site.

Table 2
Daily Number of Employees, Visitors, and Permitted Official Vehicles

Project Component	Employees	Visitors	Permitted/Official Vehicles
Police Headquarters	264	230	210
Police Station	125	100	20
Fire Station	15	20	15
Total	404	350	245

Source: SFDPW, SFFD December 2009

The primary public pedestrian access to the project site would occur along Third Street for the police station, police headquarters, and fire station. Pedestrian and vehicular access to the fire station would also be from Mission Rock Street. The primary access to the parking garage for the police fleet vehicles would be on China Basin Street and would be set back from Third Street; the secondary access would be from Mission Rock Street. Only right turns would be permitted from China Basin Street onto Third Street, due

to light rail tracks. No passenger drop-off/pickup or parking would be provided on Third Street where on-street parking is currently prohibited.

Analysis of Potential Environmental Impacts

California Environmental Quality Act (CEQA) Guidelines Section 15164 allow an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project 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 preparation of a Subsequent EIR, as specified in Section 15162, are not present.

Since certification, no changes have occurred in the circumstances under which the Plans would be undertaken, and no new information has emerged that would materially change any of the analyses or conclusions of the existing Mission Bay FSEIR.

As summarized below, the analysis of the Public Safety Building did not identify any new significant environmental effects or substantial increases in the severity of previously identified significant effects that affect the conclusions in the Mission Bay FSEIR. As part of the project analysis, a transportation assessment⁶ was completed to determine any potential impacts other than those projected in the Mission Bay FSEIR.

Transportation

As summarized above in Table 2, the proposed Public Safety Building would host an average of 404 employees and 350 visitors on a typical weekday. The Mission Bay SEIR estimated that the police and fire stations would accommodate approximately 100 employees. The Public Safety building is not a standard land use, as identified in the Planning Department's Transportation Impact Analysis Guidelines, (October 2002); accordingly, for the January 2010 transportation assessment (see Exhibit C), travel demand for the proposed project was estimated using the anticipated employees and visitor trips to the Public Safety Building and travel patterns of current operations and planned duty shifts. Based on estimated shift start times, peak arrivals to the site would be concentrated between 7:00 AM and 9:00 AM, and peak departures would be between 4:00 PM and 6:00 PM; PM peak hour factors were determined from this trip distribution pattern. Trip generation rates were also verified by comparing them to other new police and fire facility projects in California and in Florida. The proposed project would generate or attract an estimated 2,705 daily and 365 PM peak hour person-trips, with about 1,446 daily and 195 PM peak hour vehicle trips (total inbound and outbound) to the project site .

The transportation assessment examined the development and employment analyzed in the 1998 Mission Bay SEIR and subsequent addenda, to determine if the employment and development of the proposed project and associated trips were within the range of travel demand analyzed under the SEIR. Overall, the adjustments made to development plans in the area have represented a decrease in employment and therefore associated trips to the area. The addition of the Public Safety Building represents about a 1.5 percent increase over the total employment assumed in the Mission Bay FSEIR for the South Plan Area and a 2 percent increase in the number of person trips for the daily and PM peak hour periods, which would fall within an expected daily absentee and trip variations to the area. The January 2010 transportation assessment also examined the 2015 operating conditions levels of service (LOS) and delays for updated development and key intersections likely to be used for project trips, in comparison to the Mission Bay SEIR transportation analysis. Many intersections would experience reduced delays, and no intersections were found to degrade from acceptable operating conditions (LOS D or better) to LOS E or F or to degrade from LOS E to LOS F. Therefore, the intersections most likely to be used for the proposed project vehicle trips show sufficient capacity to accommodate the increases in the proposed

⁶Adavant Consulting, January 2010. Mission Bay Public Safety Building Transportation Assessment.

project's traffic. Furthermore, adjustments to the planned development in the South Plan area were estimated to represent a 3 to 4 percent reduction in daily and PM peak hour trips, as compared to Combination of Variants Alternative analyzed in the Mission Bay SEIR. This is a greater reduction of trips than the increase related to the proposed project; thus, the traffic generated by the proposed project would not exceed the total traffic anticipated for the South Plan in the Mission Bay FSEIR and does not create any impacts not already analyzed in the Mission Bay FSEIR (Adavant Consulting 2009; see Exhibit C).

Long-term (typically employees) and short-term (visitors and deliveries) parking demand, based on the San Francisco Planning Department's Transportation Impact Analysis Guidelines (October 2002) were estimated for the proposed project. The midday parking demand for the proposed project would be 273 spaces (16 short-term and 257 long-term) and an evening parking demand of 234 spaces (13 short-term and 221 long-term). The proposed parking would accommodate 15 fire station vehicles and police department vehicles and authorized visitors (156 spaces) and marked and unmarked patrol vehicles (74 spaces), for a total of 245 parking spaces accessible from the north side of China Basin Street. As described in the transportation assessment (see Exhibit C), San Francisco does not consider parking supply as part of the permanent physical environment, and the proposed project would not result in any significant parking impacts. The proposed parking relates to a parking ratio of about 1.5 parking spaces per 1,000 square feet of gross floor area. However, the actual ratio of vehicles used for commuting would actually be lower because some of the spaces would be used to store pool vehicles. The City would implement Mitigation Measure E.47, Transportation System Management Plan, as identified in the Mission Bay FSEIR, to promote the use of public transportation and enhance alternative forms of transit, such as pedestrian, bicycle, and pooled or group transit.

The South Design for Development does not identify a specific maximum or minimum parking ratio for Public Facility uses because public uses can vary significantly in their parking needs. However, as a comparison, the South Design for Development allows for a maximum parking ratio of one space per 1,000 feet of gross floor area used for non-biotechnology commercial/industrial purposes. It also allows up to two spaces for 1,000 feet of gross floor area for biotechnology commercial/industrial purposes, which are similar to the office uses that comprise most of the Public Safety Building. As a result, the proposed parking ratio of 1.5 for the Public Safety Building would be consistent with the existing parking ratios within Mission Bay.

The Public Safety Building would generate about 464 daily transit trips and 63 PM peak hour transit trips. This would represent an increase in the transit ridership in the Mission Bay Area by less than one percent for the daily and PM peak hour periods, as compared to the Combination of Variants Alternative (analyzed in the Mission Bay SEIR), which would fall within the expected daily variations in transit ridership.

In addition, the Public Safety Building would comply with all the requirements for pedestrian and bicycle conditions as contained in the Design for Development and Streetscape Master Plan documents adopted as part of the overall Mission Bay Redevelopment Project.

Air Quality-Mobile Sources

For mobile source air quality, since the traffic levels generated by this project are not anticipated to exceed those analyzed in the Mission Bay SFEIR, vehicular generated air pollutants (including carbon monoxide, reactive organic compounds, nitrogen oxides, and particulate matter) would not exceed levels analyzed in the Mission Bay FSEIR. Furthermore, the project would be required to comply with Mitigation Measure E.47 to implement measures to reduce vehicular trips.

Historic Resources

Consistent with Mitigation Measure D.02a, a historical survey conducted in March 2009 concluded that Firehouse No. 30 meets the criteria for listing on the National Register of Historic Places and the California Register of Historical Resources (See Exhibit B). As a result, the project sponsor would be required to implement the remainder of Mitigation Measure D.02a, which requires the rehabilitation of Firehouse No. 30 to occur in a manner that is consistent with the Secretary of the Interior's guidelines for rehabilitation. As part of this process, the project sponsor would be required to retain an architect who meets the Secretary of the Interior's Professional Qualification Standards to develop a design proposal for the adaptive reuse of Firehouse No. 30, in accordance with the Secretary of the Interior's Standards for Rehabilitation. In addition, rehabilitation plans for Firehouse No. 30 would be subject to review and approval by the San Francisco Planning Department Preservation staff for concurrence that the project does conform to the Secretary of the Interior's guidelines for rehabilitation. As a result, the project would not result in a significant impact to historic resources.

Other Environmental Topics

The proposed project would not result in a significant change to the type, location, and intensity of land uses anticipated for the project site in the Mission Bay FSEIR. Therefore, implementation of the proposed project would result in the same or similar environmental impacts as those already identified and analyzed in the Mission Bay FSEIR with respect to the following environmental topics: plans, policies and permits, land use, business activity, employment, housing, and population; visual quality and urban design; non-mobile air quality; seismicity; health and safety; contaminated soils and groundwater; hydrology and water quality; China Basin Channel vegetation and wildlife; community services and utilities; and growth inducement. As a result, no further discussion of these topics is required.

Conclusion

Implementation of the proposed project would not require major revisions to the Mission Bay FSEIR because no new, significant environmental effect or substantial increase in the severity of previously identified significant effects would result. Additionally, since certification, no changes have occurred in the circumstances under which the South Plan and North Plan would be implemented, and no new information has emerged that would materially change any of the analyses or conclusions of the Mission Bay FSEIR. Therefore, no additional environmental review is necessary.



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Source : Google Earth Pro 2009



Legend



Site Location

Site Location



Figure 1

EXHIBIT A
MISSION BAY FSEIR MITIGATION MEASURES

MISSION BAY MITIGATION MEASURES

Public Safety Building - Block 08

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Major Phase					
D.02 ARCHITECTURAL RESOURCES - EVALUATION OF FIRE STATION NO. 30					
D.02a. Retain an architectural historian to prepare an evaluation of the architectural integrity and historical importance of Fire Station No. 30 prior to development on this site. If the building is determined to be eligible for the National Register, preserve, rehabilitate, and reuse the building in a manner that is consistent with the Secretary of the Interior's guidelines for historic preservation.	CCSF	R.A.	Planning Department, ERO; HPC, President	Prior to alteration or demolition of structure	<p>1. CCSF to retain the services of a qualified architectural historian to prepare evaluation.</p> <p>2. City Planning Department reviews evaluation; if building is determined to be eligible for the National Register, Planning Department Preservation Staff consults with ERO and HPC on development options and procedures for reuse of the building.</p> <p>3. If building is determined to be eligible for the National Register, an architect that meets the Secretary of the Interior's Professional Qualification Standards shall be retained to develop a design proposal for the adaptive reuse of the building in accordance with the <i>Secretary of the Interior's Standards for Rehabilitation</i>.</p> <p>4. Propose rehabilitation plans shall be subject to review and approval by Planning Department Preservation Staff for concurrence that project does conform to the <i>Secretary of the Interior's Standards for Rehabilitation</i>.</p>

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Major Phase					
D.06 UNKNOWN ARCHAEOLOGICAL REMAINS					
<p>D.06. The entire Mission Bay Project Area has at least some sensitivity for the presence of unknown archaeological remains. Prehistoric cultural deposits could be encountered in three identified areas and unknown historical features, artifact caches and debris areas could be located anywhere in the Project Area. Follow procedures for instructing excavation crews, notifying the ERO and President of the HPC, and developing recovery measures, as described in Measure D.03, above. In addition, in the event that prehistoric archaeological deposits are discovered, consult local Native American organizations. Dialogue with the ERO, HPC and the archaeological consultant would take place in developing acceptable archaeological testing & excavation procedures, particularly in regard to the disposition of cultural materials and Native American burials.</p> <p>(Condition Major Plan Accordingly to require on individual building sites or potential for single coordinated program for Block)</p>	Owner, other developers	R.A.	Planning Department, ERO; HPC President	Prior to excavation; ongoing implementation as required by measure	Prior to preparation of the work plan consultant shall consult with ERO and HPC to develop a testing and excavation procedures.
E.47 TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN					
<p>E.47a. Shuttle Bus System</p> <p>Operate shuttle bus service between Mission Bay and regional transit stops in San Francisco (e.g., BART, Caltrain, Ferry Terminal, Transbay Transit Terminal), and specific gathering points in major San Francisco residential neighborhoods (e.g., Richmond and Mission Districts).</p>	Owner (TMA)	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
<p>E.47b. Transit Pass Sales</p> <p>Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.</p>	Owner (TMA); other developers	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
<p>E.47c. Employee Transportation Subsidies</p> <p>Provide a system of employee transportation subsidies for major employers.</p>	Owner (TMA); major employers	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Major Phase					
<p>E.47e. Secure Bicycle Parking</p> <p>Provide secure bicycle parking areas in parking garages of residential buildings, office buildings, and research and development facilities. Provide secure bicycle parking areas by 1) constructing secure bicycle parking at a ratio of 1 bicycle parking space for every 20 automobile parking spaces, and 2) carrying out an annual survey program during project development to establish trends in bicycle use and to estimate demand for secure bicycle parking and for sidewalk bicycle racks, increasing the number of secure bicycle parking spaces or racks either in new buildings or in existing automobile parking facilities to meet the estimated demand.</p> <p>Provide secure bicycle racks throughout Mission Bay for the use of visitors.</p>	Owner (TMA), other developers	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
<p>E.47f. Appropriate Street Lighting.</p> <p>Ensure that sidewalks in Mission Bay are sufficiently lit to provide pedestrians and bicyclists with a greater sense of safety, and thereby encourage Mission Bay employees, visitors, and residents to walk and bicycle to and from Mission Bay.</p>	Owner (TMA)	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
<p>E.47g. Transit, Pedestrian and Bicycle Route Information</p> <p>Provide maps of the local and citywide pedestrian and bicycle routes with transit maps and information on kiosks throughout the Project Area to promote multi-modal travel.</p>	PTC, DPW to provide in connection with transit shelters and other transit signage		PTC; DPW	In conjunction with transit shelter and signage plans	See implementation procedures identified for Mitigation Measure E.47.
<p>E.47h. Parking Management Guidelines</p> <p>Establish parking management guidelines for the private operators of parking facilities in the Project Area.</p>	Owner (TMA)	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
<p>E.47I. Flexible Work Time/Telecommuting</p> <p>Where feasible, offer employees in the Project Area the opportunity to work on flexible schedules and/or telecommute so they could avoid peak hour traffic conditions.</p>	Owner (TMA); other major employers	R.A.		As warranted by development; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Major Phase					
F.06 CHILD-CARE BUFFER ZONES					
F.06. Require preschool and childcare centers to notify BAAQMD and the San Francisco Department of Public Health regarding the locations of their operations, and require these centers to consult with these agencies regarding existing and possible future stationary and mobile sources of toxic air contaminants. The purpose of these consultations is to obtain information so that preschool and childcare centers can be located to minimize potential impacts from toxic air contaminants emissions sources.	Owner, other Developers	R.A.	BAAQMD; DPH	Implement as part of Project-level review	<ol style="list-style-type: none"> 1. See Mitigation Measure F.06 for obtaining specific implementation procedures. 2. Agency to require evidence of consultation with BAAQMD and SFDPH prior to project approval.
H.03 COMPREHENSIVE PREPAREDNESS AND RESPONSE PLAN					
H.03b. In addition to the Project Area-wide plan, require each building or complex in the Project Area to prepare an emergency response plan. Each plan would be the responsibility of the owner(s) of each building or complex, and would be reviewed by the CCSF periodically to ensure it is kept up to date.	Owner, other Developers	R.A.	OES	Include in Project-level response plan; update as necessary	Submit Plan prior to issuance building Certificate of Occupancy.
H.05 NEW FIRE STATION					
H.05. At the time the San Francisco CCSF determines the population or building density is high enough to warrant it, provide a new fire station in Mission Bay South to reduce the effects of limited emergency access to and from the site following a major earthquake.	CCSF; Owner as allocated in South Infrastructure Plan;	R.A.	CCSF	Owner Obligation to transfer site and make available certain funds and City obligation to fund the balance and construct as provided in South Owner Participation Agreement and Infrastructure Plan.	<ol style="list-style-type: none"> 1. As allocated in the South Infrastructure Plan, Owner to transfer site to CCSF. 2. CCSF to partially compensate Owner as indicated in the OPA and infrastructure plan. 3. CCSF to construct Fire Station in Mission Bay South to reduce effects of limited emergency access.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Major Phase					
M.06 CONSTRUCT NEW FIRE STATION AND PROVIDE NEW ENGINE COMPANY					
<p>M.06a. Construct New Fire Station</p> <p>Construct or pay for the construction of a new fire station in the Mission Bay South Redevelopment Area to house equipment and personnel serving the Project Area south of China Basin Channel, either in a new building or in the vacant Fire Station No. 30 after rehabilitation and expansion of that building. The San Francisco Fire Department shall review each proposed development phase to determine when land for the new fire station shall be transferred and when planning and design for the fire station shall be initiated.</p>	CCSF; Fire Department; Owner	R.A.	CCSF; Fire Department	Owner obligation to transfer site and make available certain funds and CCSF obligation to fund the balance and construct as provided in South Owner Participation Agreement and Infrastructure Plan	<ol style="list-style-type: none"> 1. CCSF to establish meetings with the owner and Fire Department to determine when the threshold for a new station in the Mission Bay South Redevelopment Area has been met. 2. CCSF to locate site for new Fire Station. 3. Owner to transfer site and make available certain funds. 4. CCSF to fund the balance as provided in the South OPA and Infrastructure plan. 5. CCSF to construct new Fire Station or retrofit old Fire Station no. 30.
<p>M.06b. Provide New Engine Company</p> <p>Provide or pay for the provision of an engine company and associated Fire Department personnel and equipment, and a truck company and associated personnel and equipment, to serve the Project Area south of China Basin Channel. The San Francisco Fire Department shall review each proposed development phase to determine when the engine company and truck company and related personnel and equipment shall be provided.</p>	CCSF	R.A.	Fire Department	In conjunction with construction of fire station	<ol style="list-style-type: none"> 1. CCSF to consult with the Fire Department on what equipment and personnel is needed. 2. CCSF to provide equipment and personnel as negotiated with Fire Department.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Tentative Map					
H.04 FIRE STATION NO.30					
H.04. Provide seismic rehabilitation of Fire Station No. 30 in the Project Area, if the building is to be reused for human occupancy.	CCSF	See Measure D.01-D.02	See Measure D.01-D.02	See Measure D.01-D.02	<ol style="list-style-type: none"> 1. Refer to implementation procedures for Mitigation Measure D.02. 2. CCSF to submit seismic rehabilitation plans to DBI prior to project approval. 3. DBI to review and approve plans. 4. CCSF to implement plans. 5. DBI to inspect Fire Station No. 30 to ensure compliance with Mitigation Measure H.04.
H.07 CORROSIVITY					
H.07. Test soils for sulfate and chloride content. If necessary, use admixtures in concrete so it would not be susceptible to attack by sulfates, and/or use coated metal pipes so that pipes would be more resistant to corrosion by chlorides.	Owner, other Developers		DPW; DBI	Include in relevant Infrastructure Improvement plans	<ol style="list-style-type: none"> 1. In conjunction with building permit review applicant shall submit a soils report which analyzes soil for sulfate and chloride content. 2. DPW in consultation with DBI to require testing prior to issuance of building or site permits. 3. Owner/other developers to retain services of a geotechnical consultant to test soils. 4. Consultant prepares report of results. 5. Owner/other developers to submit report to DPW and DBI for review. 6. DBI to impose building material modifications as necessary to reduce impacts of corrosivity during project review and approval. 7. Owner/other developers to construct project with required building material modifications. 8. DPW or DBI to inspect buildings to ensure compliance with mitigation measure.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Tentative Map					
K.01 STORMWATER POLLUTION PREVENTION PROGRAM (SWPPP)					
K.01a. Minimize dust during demolition, grading, and construction by lightly spraying exposed soil on a regular basis.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01b. Minimize wind and water erosion on temporary soil stockpiles by spraying with water during dry weather and covering with plastic sheeting or other similar material during the rainy season (November to April).	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01c. Minimize the area and length of time during which the site is cleared and graded.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01d. Prevent the release of construction pollutants such as cement, mortar, paints and solvents, fuel and lubricating oils, pesticides, and herbicides by storing such materials in a bermed, or otherwise secured, area.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01e. As needed, install filter fences around the perimeter of the construction site to prevent off-site sediment discharge. Prior to grading the bank slopes of China Basin Channel for the proposed channel-edge treatments, install silt or filter fences to slow water and remove sediment. As needed, properly trench and anchor in the silt or filter fences so that they stand up to the forces of tidal fluctuation and wave action, and do not allow sediment-laden water to escape underneath them.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01f. Follow design and construction standards found in the Manual of Standards for Erosion and Sediment Control Measures for placement of riprap and stone size.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01g. Install and maintain sediment and oil and grease traps in local stormwater intakes during the construction period, or otherwise properly control oil and grease discharges.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Tentative Map					
K.01h. Clean wheels and cover loads of trucks carrying excavated soils before they leave the construction site.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01I. Implement a hazardous material spill prevention, control, and clean-up program for the construction period. As needed, the program would include measures such as constructing swales and barriers that would direct any potential spills away from the Channel and the Bay and into containment basins to prevent the movement of any materials from the construction site into water.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.03 SEWER IMPROVEMENT DESIGN					
K.03. Design and construct sewer improvements such that potential flows to the CCSF's combined sewer system from the project do not contribute to an increase in the annual overflow volume as projected by the Bayside Planning Model by providing increased storage in oversized pipes, centralized storage facilities, smaller dispersed storage facilities, or detention basins, or through other means to reduce or delay stormwater discharges to the City system.	Subject to regulatory approvals, owner, other developers		Agency; DPW; SFPUC	Submit as part of subdivision improvement plans	<ol style="list-style-type: none"> 1. Owner/other developers to prepare sewer improvement plan in consultation with SFPUC. 2. Owner/other developers to submit sewer improvement plan with SFPUC approval as part of subdivision improvement plans for Agency and DPW review. 3. Agency and DPW to approve plans. 4. Owner/other developers to construct sewer improvements. 5. DPW to inspect improvements to ensure compliance with mitigation measure.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Tentative Map					
K.04 ALTERNATIVE TECHNOLOGIES TO IMPROVE STORMWATER DISCHARGE QUALITY					
K.04. Implement alternative technologies or use other means to reduce settleable solids and floatable materials in stormwater discharges to China Basin Channel to levels equivalent to, or better than City-treated combined sewer overflows. Such alternative technologies could include one or more of the following: biofilter system, vortex sediment system, catch basin filters, and/or additional source control measures to remove particulates from streets and parking lots.	Subject to regulatory approvals, owner, other developers		Agency; DPW; SFPUC	Submit as part of subdivision improvement plans	<ol style="list-style-type: none"> 1. Owner/other developers to decide on an alternative technology in consultation with SFPUC. 2. Owner/other developers to include alternative technology with SFPUC approval in subdivision improvement plans for Agency and DPW review. 3. Agency and DPW to approve plans. 4. Owner/other developers to construct improvements. 5. DPW to inspect improvements to ensure compliance with mitigation measure.
K.06 STRUCTURE PLACEMENT AND DESIGN TO MINIMIZE DANGERS OF FLOODING					
K.06. Structures in the Project Area should be designed and located in such a way to assure the reasonable safety of structures and shoreline protective devices built in the Bay or in low-lying shoreline areas from the dangers of tidal flooding, including consideration of a rise in relative sea level. Detailed construction specifications to mitigate against impacts of a sea-level rise, however, would require specific flood protection engineering and building analysis by a licensed engineer where structures are proposed below a 99-foot elevation (Mission Bay Datum). Measures include:	Owner, other Developers		DBI; DPW	Submit as part of subdivision improvement plans; check elevation as part of Tentative Map review	<ol style="list-style-type: none"> 1. Owner/other developers to include modifications required by mitigation measure to project site plan and submit plan for review by DBI and DPW. 2. DBI and DPW to review and approve modified site plan. 3. Owner/other developers to construct project with modifications. 4. DBI or DPW to inspect structures to ensure compliance with mitigation measure.
K.06a. Setback from the water's edge	Owner, other developers Owner, other Developers		DBI; DPW	Submit as part of site permit review; check elevation as part of Tentative Map review	<p>See implementation procedures identified for Mitigation Measure K.06.</p> <ol style="list-style-type: none"> 2. DBI and DPW to review and approve modified site plan. 3. Owner/other developers to construct project with modifications. 4. DBI or DPW to inspect structures to ensure compliance with mitigation measure.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Tentative Map					
K.06b. Install seawalls, dikes, and/or berms during construction of infrastructure	Owner, other Developers		DBI; DPW	Submit as part of site permit review; check elevation as part of Tentative Map review	See implementation procedures identified for Mitigation Measure K.06.
K.06c. Provide for dewatering basements	Owner, other Developers		DBI; DPW	Submit as part of site permit review; check elevation as part of Tentative Map review	See implementation procedures identified for Mitigation Measure K.06.
K.06d. Construct streets and sidewalks above existing grades by reducing the amount of excavation for utilities or basements	Owner, other Developers		DBI; DPW	Submit as part of site permit review; check elevation as part of Tentative Map review	See implementation procedures identified for Mitigation Measure K.06.
K.06e. Use topsoil to raise the level of public open spaces	Owner, other Developers		DBI; DPW	Submit as part of site permit review; check elevation as part of Tentative Map review	See implementation procedures identified for Mitigation Measure K.06.
K.06f. Use half-basements and partially depressed garage levels to minimize excavation	Owner, other Developers		DBI; DPW	Submit as part of site permit review; check elevation as part of Tentative Map review	See implementation procedures identified for Mitigation Measure K.06.
M.05 STORMWATER RUNOFF CONTROL AND DRAINAGE					
M.05. Drain stormwater runoff (up to a 5-year event) from newly constructed buildings and permanently covered surfaces in the Bay Basin into the City's combined sewer system until installation of a permanent sewer system.	Owner	R.A.	DPW	Include in subdivision improvement plans	<ol style="list-style-type: none"> 1. DPW to impose requirement of mitigation measure as part of project-level and/or site permit approval. 2. Owner to construct project according to requirements. 3. DPW to inspect site to ensure compliance with mitigation measure.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Project Level Review					
D.01 LIGHTING AND GLARE					
D.01. Design parking structure lighting to minimize off-site glare. The design could include 45-degree cutoff angles on light fixtures to focus light within the site, and specifications that spill lighting from parking areas would be 0.25 foot-candle or less at 5 feet from the property line of the parking areas. Applies to individual sites within the Project Area.	Owner, other developers	R.A.	DBI	Submit design specifications as part of plan review and site permit processes	<ol style="list-style-type: none"> 1. Owner/other developers to submit draft lighting plan to DBI during plan review. 2. DBI to review draft lighting plan and provide comments/proposed revisions to owner/other developers. 3. Owner/other developers to revise plans accordingly and submit final lighting plan for DBI review and approval. 4. Owner/other developers to construct project structures and implement lighting plan. 5. DBI to inspect project structures and lighting for light and glare impacts.
D.08 SHADOWS					
D.08. The Redevelopment Plan documents would require analysis of potential shadows on existing and proposed open spaces during the building design and review process when exceptions to certain standards governing the shape or locations of buildings are requested that would cause over 13% of Mission Creek Park (either North or South), 20% of Bayfront Park, 17% of Triangle Square or 11% of Mission Bay Commons to be in continuous shadow for a period of one hour from March to September between 10:00 a.m. and 4:00 p.m.	Owner, other Developers	R.A.		Provide any required documentation as part of Project-level submission	<ol style="list-style-type: none"> 1. Shadow analysis to be required during building design review. 2. Agency to verify via review of the shadow analysis that over 13% of Mission Creek Park (either north or south), 20% of Bayfront Park, 17% of Triangle Square or 11% of Mission Commons are not located in continuous shadow per the standards identified in Mitigation Measure D.07. 3. If through the review of the shadow analysis, the agency determines that the buildings are not in compliance with the standards governing the shape and locations of buildings, the owner /other developers shall modify the building designs and/or location to comply with the appropriate standards, or the Agency shall make findings stating why an exception is appropriate. 4. Agency to inspect project sites to ensure compliance with mitigation measures.
G.01 NOISE REDUCTION IN PILE DRIVING					
G.01. Use noise-reducing pile driving techniques such as pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on piledriving equipment, vibrating piles into place when feasible, installing shrouds around the piledriving hammer where feasible, and restricting the hours of operation.	Owner, other developers	R.A.	DPW/DBI	Provide information regarding compliance prior to piling driving	<ol style="list-style-type: none"> 1. DPW and DBI to impose mitigation measure requirements during site permit process. 2. Owner/other developers to notify contractor of construction requirements. 3. DPW or DBI to inspect construction activities to ensure compliance with mitigation measure.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Project Level Review					
K.02 CHANGES IN SANITARY SEWAGE QUALITY					
K.02. In addition to developing and implementing a Stormwater Management Program for the Central/Bay Basin (see Mitigation Measure K.05), participate in the City's existing Water Pollution Prevention Program. Facilitate implementation of the City's Water Pollution Prevention Program by providing and installing wastewater sampling ports in any building anticipated to have a potentially significant discharge of pollutants to the sanitary sewer, as determined by the Water Pollution Prevention Program of the San Francisco Public Utilities Commission's Bureau of Environmental Regulation and Management, and in locations as determined by the Water Pollution Prevention Program.	Owner, other Developers		Agency; DPW; SFPUC	Condition as part of Tentative Map	<ol style="list-style-type: none"> 1. During project level review, DPW to consult with SFPUC to determine which sites need installation of wastewater sampling ports. 2. DPW to notify owner/other developers of sites that require ports. 3. Owner/other developers to modify (as may be necessary) project plans to comply with City's Water Pollution Prevention Program. 4. DPW/Agency to review and approve modified project plans. 5. Owner/other developers to construct project according to approved modified plans. 6. DPW to inspect constructed sites to ensure compliance with mitigation measure.
M.02 WATER CONSERVATION IN BUILDINGS AND IRRIGATION					
M.02. Include methods of water conservation in Mission Bay buildings and landscaping. Water Conservation methods include the following:					<ol style="list-style-type: none"> 1. DBI and DPW to impose requirements of mitigation measure as part of site permit approval. 2. Owner/other developers to construct project according to requirements. 3. DBI or DPW to inspect site to ensure compliance with mitigation measure.
M.02a. Install water conserving dishwashers and washing machines in rental apartments and condominiums.	Owner, other Developers		DPW; DBI	Include in site permit plans	See implementation measures identified for Mitigation Measure M.2.
M.02b. Install water conserving dishwashers and water efficient centralized cooling systems in office buildings.	Owner, other Developers		DPW; DBI	Include in site permit plans	See implementation measures identified for Mitigation Measure M.2.
M.02c. Incorporate water efficient laboratory techniques in research facilities where feasible.	Owner, other Developers		DPW; DBI	Include in site permit plans	See implementation measures identified for Mitigation Measure M.2.
M.02d. Provide information to residences and businesses advising methods to conserve water.	Owner, other Developers		DPW; DBI	Include in site permit plans	See implementation measures identified for Mitigation Measure M.2.
M.02e. Install water conserving irrigation systems (e.g., drip irrigation).	Owner, other Developers		DPW; DBI	Include in site permit plans	See implementation measures identified for Mitigation Measure M.2.
M.02f. Design landscaping using drought resistant and other low-water use plants.	Owner, other Developers		DPW; DBI	Include in site permit plans	See implementation measures identified for Mitigation Measure M.2.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Improvement Plan - Plan Check					
J.01 RISK MANAGEMENT PLAN(S)					
J.01l. Post-Development Except where testing demonstrates that native soils meet standards established by the RWQCB as being protective of human health and the aquatic environment, require that upon project completion, all native soils shall be capped, so as to preclude human contact by using buildings, paved surfaces (such as parking lots, sidewalks, or roadways), or fill of a kind and depth approved by the RWQCB.	Owner, Agency, other developers Owner, Agency, other developers	R.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
K.01 STORMWATER POLLUTION PREVENTION PROGRAM (SWPPP)					
K.01a. Minimize dust during demolition, grading, and construction by lightly spraying exposed soil on a regular basis.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01b. Minimize wind and water erosion on temporary soil stockpiles by spraying with water during dry weather and covering with plastic sheeting or other similar material during the rainy season (November to April).	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01c. Minimize the area and length of time during which the site is cleared and graded.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01d. Prevent the release of construction pollutants such as cement, mortar, paints and solvents, fuel and lubricating oils, pesticides, and herbicides by storing such materials in a bermed, or otherwise secured, area.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01e. As needed, install filter fences around the perimeter of the construction site to prevent off-site sediment discharge. Prior to grading the bank slopes of China Basin Channel for the proposed channel-edge treatments, install silt or filter fences to slow water and remove sediment. As needed, properly trench and anchor in the silt or filter fences so that they stand up to the forces of tidal fluctuation and wave action, and do not allow sediment-laden water to escape underneath them.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Improvement Plan - Plan Check					
K.01f. Follow design and construction standards found in the Manual of Standards for Erosion and Sediment Control Measures for placement of riprap and stone size.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01g. Install and maintain sediment and oil and grease traps in local stormwater intakes during the construction period, or otherwise properly control oil and grease discharges.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01h. Clean wheels and cover loads of trucks carrying excavated soils before they leave the construction site.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.
K.01i. Implement a hazardous material spill prevention, control, and clean-up program for the construction period. As needed, the program would include measures such as constructing swales and barriers that would direct any potential spills away from the Channel and the Bay and into containment basins to prevent the movement of any materials from the construction site into water.	Owner, other Developers		DPW; DBI	Condition Tentative Map to require approval of SWPPP. Incorporate into plans and submit as part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Building Site Permit					
D.06 UNKNOWN ARCHAEOLOGICAL REMAINS					
D.06. The entire Mission Bay Project Area has at least some sensitivity for the presence of unknown archaeological remains. Prehistoric cultural deposits could be encountered in three identified areas and unknown historical features, artifact caches and debris areas could be located anywhere in the Project Area. Follow procedures for instructing excavation crews, notifying the ERO and President of the HPC, and developing recovery measures, as described in Measure D.03, above. In addition, in the event that prehistoric archaeological deposits are discovered, consult local Native American organizations. Dialogue with the ERO, HPC and the archaeological consultant would take place in developing acceptable archaeological testing & excavation procedures, particularly in regard to the disposition of cultural materials and Native American burials. (Condition Major Plan Accordingly to require on individual building sites or potential for single coordinated program for Block)	Owner, other developers	R.A.	Planning Department, ERO; HPC President	Prior to excavation; ongoing implementation as required by measure	Prior to preparation of the work plan consultant shall consult with ERO and HPC to develop a testing and excavation procedures.
F.02 CONSTRUCTION PM					
F.02. As conditions of construction contracts, require contractors to implement the following mitigation program, based on the instructions in the BAAQMD CEQA Guidelines, at all construction sites within the Project Area:	Owner, other developers		DPW; DBI	Implement through site permit process	1. Add note to construction plans which contain these air quality measures. 2. To be implemented upon initiation of construction. 3. DBI and DPW to monitor implementation success during construction activities.
F.02a. Water all active construction areas at least twice a day, or as needed to prevent visible dust plumes from blowing off-site.	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02b. Use tarpaulins or other effective covers for on-site storage piles and for haul trucks that travel on streets.	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas at construction sites.	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02d. Sweep all paved access routes, parking areas, and staging areas daily (preferably with water sweepers).	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02e. Sweep streets daily (preferably with water sweepers) if visible amounts of soil material are carried onto public streets	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02f. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Building Site Permit					
F.02g. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02h. Limit traffic speeds on unpaved roads to 15 mph.	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02j. Replant vegetation in disturbed areas as quickly as possible	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02k. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02l. Install wind breaks, or plant trees / vegetative wind breaks at windward side(s) of construction areas	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02m. Suspend excavation and grading on large construction sites when winds (instantaneous gusts) exceed 25 mph.	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
F.02n. Limit the area subject to excavation, grading and other construction activity at any one time.	Owner, other developers		DPW; DBI	Implement through site permit process	See Mitigation Measure F.02.
J.01 RISK MANAGEMENT PLAN(S)					
J.01a. RMP Enforcement Provide an enforcement structure for RMPs, to be in place and effective during construction and after project development, including:	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
i. Develop and record a restrictive covenant as an Environmental Restriction and Covenant under California Civil Code Section 1471 that:					
a. Places limits on future uses in the Project Area consistent with the provisions in the RMP;					
b. Provides notice to current and future property owners that the RMP contains use restrictions and other requirements and obligates property owners to provide like notice to occupants; and					
c. Provides notice to current and future property owners that the RWQCB maintains residual regulatory enforcement authority over all portions of the Project Area sufficient to compel enforcement of the entire RMP					
ii. As part of any future transfer of property title of any portion of the Project Area, require current property owners to provide a copy of the RMP to each of their future transferees.					

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Building Site Permit J.01b. Pre-Development Include, at a minimum, the following elements in the RMP: J.01b Limit direct access to areas with exposed native soils (defined as soils that exist at the site prior to project approval) and perform inspections to verify that measures taken to limit direct access are maintained. Alternatively, for each location with exposed native soils, provide risk management procedures for those areas. If this alternative is chosen, for each exposed soil location that would remain vacant and undeveloped at the initiation of development, and for each site that becomes vacant and includes exposed native soil, evaluate and document potential health risks to the general public that could occur before site development using the following process: Evaluate sampling results to determine constituents that could pose a risk to the general public. Identify populations who could be exposed to the constituents in soils based on land uses within and adjacent to the Project Area. Exposed populations that would be considered would include adult and child visitors/ trespassers, nearby residents (adults and children), and workers not involved in project construction within and adjacent to the Project Area. Using specific EPAand DTSC-recommended exposure assumptions, identify the appropriate exposure pathways and assumptions in consultation with the RWQCB. Using the specific exposure assumptions identified above, adopt contaminant specific interim target levels (ITLs) following regulatory risk assessment guidelines established by DTSC and EPA. Compare ITLs to the range of concentrations detected in exposed native soils to identify areas where ITLs are exceeded. No further action prior to development (other than that required under Article 20 or other applicable regulations) would be required in areas in which ITLs are not exceeded.	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Building Site Permit					
<p>J.01c. For areas where ITLs are exceeded, identify specific Interim Risk Management (IRM) measures that would reduce potential contamination-related risks to Project Area occupants and visitors during site build-out. Based on the results of the ITL evaluation and need for site controls, general IRM measures could include measures such as:</p> <p>i. Limit Direct Access to Uncovered Native Soil on Undeveloped Portions of the Project Area. To effectively limit access, install fencing or other physical barriers around the identified areas, and post “no trespassing” signs.</p> <p>ii. Hydroseed or Apply Other Vegetative or Other Cover to Uncovered Areas. Hydroseed or apply other vegetative or other cover to the uncovered areas to reduce the potential for windblown dusts to be generated, and to reduce the potential for individuals to have direct contact with the native soils.</p> <p>iii. Include Safety Notices in Leases. Notify tenants of occupied portions of the Project Areas of the potential risks involved with the disturbance of existing cover (asphalt, concrete, vegetation) or exposed native soil.</p> <p>iv. Conduct Periodic Inspections of Open Spaces. Conduct periodic inspections of the Project Area to reduce the illegal occupancy of open areas by transient populations, and to reduce the illegal dumping by unauthorized occupants or offsite populations. Implement additional security measures such as fencing and/or the use of security guards, if inspections show a need.</p> <p>v. Periodic Monitoring. Perform inspections verifying that risk management measures remain effective by identifying disturbances to cover materials that could result in the exposure of underlying native soil and by identifying areas where temporary fencing or other physical barriers might need to be reinstalled. If the inspections identify areas where measures have been rendered ineffective, implement corrective action.</p>	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
<p>J.01d. Development</p> <p>Include in the RMP, health and safety training and health protection objectives for workers who may directly contact contaminated soil during construction and/or maintenance, including Cal/OSHA worker safety regulations appropriate to the type of construction activity, location, and risk relative to the potential types of hazards associated with contaminated soil or groundwater, and where appropriate, compliance with Title 8, Group 16, requirements.</p>	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Building Site Permit					
J.01e. Identify site access controls to be implemented during construction, such as:	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
i. Secure construction site to prevent unauthorized pedestrian/vehicular entry with fencing or other barrier of sufficient height and structural integrity to prevent entry and based upon the degree of control required.					
ii. Post “no trespassing” signs.					
iii. Provide on-site meetings with construction workers to inform them about security measures and reporting/ contingency procedures.					
J.01f. Identify protocols for managing soil during construction, which will include at a minimum:	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
i. The dust controls found in Measure F.02 in Section VI.F, Mitigation Measures: Air Quality.					
ii. Standards for imported fill (defined as fill brought onto the site from outside the Project Area) that are protective of human health and the aquatic environment and an identified minimum depth of fill to be required for landscaped areas.					
iii. A requirement that prior to placement, if native soil in the Project Area is to be used on site in any manner that could result in direct human exposure, characterization of the soil be conducted to confirm that it meets appropriate standards approved by the RWQCB and would be appropriate for the intended use.					
iv. Protocols for managing stockpiled and excavated soils.					
v. A program for off-site dust monitoring, consisting of real-time monitoring for PM10 concentrations to demonstrate that the health and safety of all individuals not engaged in construction activities would not be adversely affected by chemicals that could be contained in dust generated by soil-disturbing activities. If monitoring shows dust levels exceeding 250 g/m3, implement additional dust control measures, such as continuous misting of exposed areas with water, until concentrations are reduced below the action level.					

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Building Site Permit					
J.01g. Identify protocols for managing groundwater, which will include at a minimum: i. Procedures to prevent unacceptable migration of contamination from defined plumes during dewatering, such as monitoring, counter-pumping, or installing sheetpiles down to Bay Mud before dewatering. ii. Procedures for the installation of subsurface pipelines and other utilities, where necessary, to prevent lateral transmission of chemicals in groundwater. Such procedures could include, but would not be limited to, selection of proper backfill materials and thickness and installation of clay plugs or barrier collars.	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
J.01h. Include SWPPP requirements and BMPs as described in Mitigation Measure K.1 in Section VI.K, Mitigation Measures: Hydrology and Water Quality.	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
J.01i. Include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous materials, previously unidentified contamination, or buried hazardous debris.	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
J.01j. Develop and describe procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures could include, but would not be limited to, further investigation and removal of USTs or other hazards.	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
J.01k. Establish procedures, as necessary, so that construction activities avoid interfering with any RWQCB-required site investigation and remediation in the free product area.	Owner, Agency, other developers	R.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Cert. of Occupancy					
F.03 TOXIC AIR CONTAMINANTS (TACs)					
F.03. Prior to issuing a certificate of occupancy for a facility containing potential toxic air contamination sources, obtain written verification from BAAQMD either that the facility has been issued a permit from BAAQMD, if required by law, or that permit requirements do not apply to the facility.	Owner, other Owners		DBI; DPH	Prior to issuance of Certificate of Occupancy for relevant facilities	<ol style="list-style-type: none"> 1. Owner/other owners to obtain and submit written verification from BAAQMD to DBI. 2. DBI reviews BAAQMD verification to ensure that the facility has been issued a permit, or to ensure that permit requirements do not apply to the facility. 3. DBI issues Certificate of Occupancy as long as all applicable conditions are met.
H.01 HEAVY EQUIPMENT STORAGE					
H.01. During the build-out period, store heavy construction equipment in the Project Area during the buildout period that is capable of traveling on damaged roads, clearing debris, and opening access to, and within, the Project Area after a major earthquake.	Owner, other Developers	R.A.	OES	Include in emergency response plan; update as necessary	<ol style="list-style-type: none"> 1. Owner/other developers to prepare emergency response plan for the Project Area and include Mitigation Measure H.01. 2. OES to review emergency response plan before CCSF issues Certificate of Occupancy. 3. OES to inspect Project Area to ensure compliance with mitigation measure. 4. Agency to ensure review by OES prior to issuing Certificate of Occupancy. 5. OES to require periodic updates of emergency response plan to review and approve.
H.02 EMERGENCY PREPAREDNESS AND EMERGENCY RESPONSE					
H.02. Following build-out, coordinate emergency response plans with the CCSF regarding use of heavy equipment from the City storage yard in the vicinity of the Project Area	Owner, other Developers	R.A.	OES	Include in emergency response plan; update as necessary	<ol style="list-style-type: none"> 1. Owner/other developers to adhere to mitigation measure during preparation of emergency response plan for Project Area. 2. OES to review completed emergency response plan before CCSF issues Certificate of Occupancy. 3. OES to require periodic updates of emergency response plan to review and approve.

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures
Cert. of Occupancy					
J.01 RISK MANAGEMENT PLAN(S)					
J.01n. Prohibit access to native soils for private use. If disturbance of native subsurface soils or groundwater dewatering is planned, carry out these activities in accordance with the elements of the RMP called for in Measures J.01d through J.01k. Following construction or excavation or soil disturbance, restore the cap in accordance with the provisions of the RMP as called for in Measure J.01l.	Owner, Agency, other developers	R.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
J.01o. Prohibit the use of shallow groundwater within the Project Area for domestic, industrial, or irrigation purposes. Permit installation of groundwater wells within the Project Area only for environmental monitoring purposes. Secure and lock environmental wells installed within the Project Area to prevent unauthorized access to the groundwater. In the event the use of shallow groundwater is proposed, perform an assessment of the risks from direct exposure to the groundwater prior to use and obtain RWQCB or other appropriate regulatory agency approval of the results of the assessment and proposed uses.	Owner, Agency, other developers	R.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
Notes:					
BAAQMD: Bay Area Air Quality Management District CCSF: City and County of San Francisco DBI: San Francisco Department of Building Inspection DPH: San Francisco Department of Public Health DPT: San Francisco Department of Parking and Traffic DPW: San Francisco Department of Public Works EIR: Environmental Impact Report ERO: Environmental Review Officer HPC: Historic Preservation Commission OES: Office of Emergency Services Port: Port of San Francisco PTC: Planning and Transportation Commission RMP: Resource Management Plan RWQCB: San Francisco Bay Area Regional Water Quality Control Board SFPUC: San Francisco Public Utilities Commission SFRA and R.A.: San Francisco Redevelopment Agency SWPPP: Stormwater Pollution Prevention Plan TMA: Transportation Management Association					

EXHIBIT B

MEMO: HISTORICAL EVALUATION FOR FIRE STATION No. 30



MEMORANDUM

DATE: July 2, 2009

TO: Frank Filice, Manager of Capital Planning San Francisco Department of Public Works

FROM: Julia Mates, Historian, Tetra Tech, Inc.

RE: SUMMARY OF HISTORICAL EVALUATION OF FIRE STATION #30 AND
EVALUATION OF PROPOSED PROJECT, ADAPTIVE REUSE OF FIRE
STATION #30, ACCORDING TO THE SECRETARY OF INTERIOR'S
STANDARDS FOR REHABILITATION

CC: Charles A. Higuera
Jim Buker

INTRODUCTION

This memo concerns Fire Station #30 at 1300 Third Street and has been prepared by Tetra Tech for the San Francisco Department of Public Works (DPW) to assist in the planning process of the parcel adjacent to Fire Station #30. The memo addresses the results of the historical evaluation and whether the mitigations listed in the 1998 Final Mission Bay Subsequent Environmental Impact Report ("Mission Bay SEIR") adequately reduce the impacts on this historic resource to a less than significant level.

This memo is based on the historical significance evaluation of Fire Station #30, conducted by Tetra Tech. Julia Mates, Tetra Tech Historian, conducted a site visit, photographed and recorded the building on Department of Parks and Recreation (DPR) 523 forms, and evaluated the historic significance of Fire Station #30. Besides the site visit, Ms. Mates reviewed primary and secondary historic materials regarding the Fire Station #30 and the history of the site in Mission Bay. This research included visits to the San Francisco Fire Department Headquarters, the San Francisco History Room of the Main Library, the San Francisco Planning Department, and a review of historic maps.

Ms. Mates concluded that Fire Station #30 appears to meet the criteria for listing in the National Register of Historic Places (NRHP) under Criterion C for its distinctive characteristics of a type and period, as defined by 36 CFR, Part 79. Furthermore, the property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and the property appears to meet the criteria for listing on the California Register of Historical Resources (CRHR) under Criterion 3. Therefore, it is a historical resource for the purposes of CEQA. The fire station may also be eligible for listing as a local landmark.

This memo is a summary of the historical evaluation of Fire Station #30; the full architectural description and statement of significance is detailed in the attached DPR 523 forms.

ARCHITECTURAL DESCRIPTION

Fire Station #30 is at 1300 Third Street on a 1.5-acre parcel on Block 8 in the Mission Bay South Redevelopment Area, bounded by Mission Rock Street to the north, Third Street to the West, and China Basin Street to the south. The two-story building is at the southwest corner of the parcel. The building's south and east sides are surrounded by wood and chain-link fencing, and it is the only structure on the block. Adjacent blocks are planned for development, but are currently vacant. The station was designed in the Eclectic architectural style with elements of Mediterranean and Romanesque styles.

The station, constructed in 1928, rests on a concrete foundation, is sided in brick masonry, and is capped with multilevel roof formations: flat roofs on the first and second stories on the northern and southern extensions; a stair tower is topped with a Spanish-style roof, sheathed in Spanish-style clay tiles. A front gable roof shelters the second story on the west extension and also is sheathed in Spanish-style clay tiles. The vertical stair tower is clad in stucco. The building features two main façades. One façade faces north and contains two fire truck entrances (labeled “apparatus room” on original plans), which are accessed by two sets of wood-paneled bifold doors. The second façade faces west and contains the pedestrian entrance, a wood-paneled, glazed front door that is covered by a metal security gate. Fenestration throughout the building consists of original sets of large, rectangular, multi-light windows, with elliptical fanlights, along the first story and four-over-four and three-over-three, double-hung, metal and wood sashes on both the first and second stories. Each window contains an arched or squared head. Many of the sashes contain lug sills, are flanked by cement pilasters, and are covered by metal security bars. The building was constructed with a complete structural steel frame, including exterior wall columns and brick curtain walls. The station was designed with fireproof materials, such as a steel frame, brick wall cladding, concrete floor in the apparatus room, and tile roof. The use of steel for the sashes along the first story where the fire engines were contained, and thus an area more susceptible to fire, was also part of the fireproof design.

The original plans show the apparatus room, truck entrance, utility closets, kitchen, and living room on the ground floor. The truck bays and apparatus room were on the east side of the building; the living room, kitchen, patrol platform, stairwell, and lavatory were on the west side. The living room windows overlooked Third Street. All floors on the first story were wood, except the floor in the apparatus room, which was reinforced concrete, as mentioned above. The east half of the building's second story contained the dormitory, a large locker room, and lavatory, all above the apparatus and truck engine room. A fire pole led to the apparatus room from the dormitory. The officers' room, lavatory, and a linen closet were on the west half of the second story. The north and south extensions of the flat roof that tops the first story flank the officers room and lavatory on this west side of the building.¹ In the 1950s, a study of fire stations in San Francisco listed Fire Station #30 (then known as Engine Company 18) as being able to quarter 25 men, with three toilets, three showers, and four washrooms.²

The main stylistic elements of this building are a projecting cement plaster cornice with cast cement detailing above a nine-inch, angled brick course, both of which run along the entire building. The station features Romanesque and Mediterranean stylistic elements, including cast stone ornaments and decorative detailing at the window sills, arches and ornamented cornices over doors and

¹ Fredrick Meyer, [Plans for] *Engine House #18 [later #30] Situated at the Corner of Third and Fourth Streets*, (San Francisco, CA) 1927; Carey and Co., Department of Parks and Recreation 523 forms Evaluation of Firehouse No. 25, 1994.

² H. C. Vensano, *A Survey of the Fire Houses in San Francisco* (San Francisco: 1951), 39.

windows, and cement plaster quoins. The north and west sides of the building contain little architectural relief, except for the cornice and nine-inch brick course, mentioned above. The truck entrance doors are separated by cement pilasters, and each door has concrete wheel guards at the corners. Above the pedestrian door is a shield with "SFFD" (for San Francisco Fire Department) embossed in cement, with cast stone detailing and a concrete keystone arch. A brick chimney is visible on the second story of the west side of the building, which also features original copper downspouts (now tarnished). The large arched windows on the first story, Spanish-style roofs, brick masonry, cornice and ornamental work, and wood-paneled truck doors are the chief character-defining features of this station.

Fire Station #30 was designed by San Francisco-born architect Frederick Meyer. Although he received no formal training, Meyer learned the art of designing commercial buildings through his work as a draftsman and through his experience as an apprentice. Fire Station #30 is another example of Meyer's design of a municipal/utilitarian building to be aesthetically pleasing. Meyer designed Fire Station #30 in a style similar to that of other fire stations in the neighborhood, such as Fire Station #25. John Reid, Jr., designed several fire stations in San Francisco in the 1920s, including Fire Station #25, also located on Third Street, approximately two miles south of Fire Station #30. Fire Station #25 was constructed in 1927 with similar materials and architectural elements as Fire Station #30. Meyer's design and materials selection for Fire Station #30 fit in well with the architectural character of the area, which in 1928 contained buildings related to railroading, shipping, warehousing, and light industry. The fire station would also have blended in with the character of other neighborhoods south of Market Street, just northwest of King Street, where buildings were typical warehouses originally designed for easy rail or truck access. These warehouses were large in bulk, with brick facades and often with large arches and openings.

ALTERATIONS

This station has undergone few modifications since its construction. The few alterations that have been made are the addition of a one-car garage to the south side of the building that is sided in stucco, topped with a metal shed roof, and accessed by a metal roll-up door. This south side is also surrounded by a modern wood fence, where the original, more decorative iron fence has been removed. Metal security screens have been added to cover the first story windows and doors. The original hose drying yard and racks have been removed. The exterior brick has been sandblasted, and portions of the brick have cracked and have been patched. The north cornice is missing an ornament, another fixture is missing near the truck doors, and the SFFD shield is cracked.

HISTORICAL SIGNIFICANCE OF FIRE STATION #30

The following is a summary of the evaluation of Fire Station #30's historic integrity and under each NRHP/CRHR criteria. The property may be eligible for local listing, but that determination is beyond the scope of this evaluation. The property is significant as an individual resource but not eligible for listing as part of a historic district.

Evaluation Criteria

The criteria for evaluating historical resources under CEQA are in Section 15064.5(a)(2)-(3) of the CEQA Guidelines, which provide the criteria from Section 20424.1 of the California Public Resources Code. The CRHR is in the California Code of Regulations, Title 14, Chapter 11.5. According to this code, properties listed on or formally determined eligible for listing on the NRHP are automatically eligible for listing on the CRHR. The CRHR criteria are largely based on the

NRHP, which are codified in 36 CFR, Part 60, and are explained in the guidelines published by the Keeper of the National Register.³

Eligibility for listing on either the NRHP or CRHR rests on the two factors of significance and integrity. A property must have both in order to be considered eligible. Loss of integrity, if sufficiently great, will trump the historical significance a property may have and render it ineligible. At the same time, a property may have complete integrity, but if it lacks historical significance, it is also considered ineligible.

Historic significance is determined by applying the NRHP and CRHR criteria. The NRHP criteria are identified as Criteria A through D, the CRHR as Criteria 1 through 4. The NRHP guidelines state that a historic resource's "quality of significance in American history, architecture, archaeology, engineering and culture" be determined by meeting at least one of the four main criteria. Properties may be significant at the local, state, or national level:

- Criterion A: Association with events or trends significant in the broad patterns of our history;
- Criterion B: Association with the lives of significant individuals;
- Criterion C: A property that embodies distinctive characteristics of a type, period, or method of construction, represents the work of a master, or that possesses high artistic values;
- Criterion D: Has yielded, or is likely to yield information important to our history or prehistory.

Integrity is determined by applying seven factors to the historical resource: location, design, setting, workmanship, materials, feeling, and association. These seven can be grouped into three types of integrity considerations. Location and setting related to the relationship between the property and its environment; design, materials, and workmanship apply to historic buildings as they relate to construction methods and architectural details; feeling and association pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

The CRHR criteria are very similar to those of the NRHP. Each resource must be determined to be significant at the local, state, or national level under one of the four criteria, paraphrased below:

- Criterion 1: Resources associated with important events that have made a significant contribution to the broad patterns of our history;
- Criterion 2: Resources associated with the lives of persons important to our past;
- Criterion 3: Resources that embody the distinctive characteristics of a type, period, or method of construction or represents the work of a master;
- Criterion 4: Resources that have yielded, or may be likely to yield information important in prehistory or history.⁴

The CRHR definition of integrity is slightly different from that of the NRHP. Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resources period of significance." Eligible resources "must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the resources for their significance." The CRHR goes on to list the same aspects of integrity used for evaluating properties under the NRHP criteria.

³The most widely accepted guidelines are contained in the US Department of the Interior, National Park Service, "Guidelines for Applying the National Register Criteria for Evaluation," National Register Bulletin 15 (Washington DC: US Government Printing Office, 1991, revised 1995 through 2002).

⁴California Public Resources Code, Section 4850 through 4858; California Office of Historic Preservation, Instructions for Nominating Historical Resources to the California Register of Historical Resources," August 1997.

Evaluation of Fire Station #30

Fire Station #30 is not significant under Criterion A/1 because it is not important for its association with significant events or trends. It was among the first fire stations constructed in Mission Bay. Fire Stations, like many urban safety buildings, such as police stations and hospitals, are inherently important for safety to the communities they serve. However, in order to be eligible under Criterion A/1, a safety building must be historically and significantly important to its community or neighborhood. No historical evidence was found to substantiate that the fire station was essential or significantly important to events and trends in San Francisco or Mission Bay history.

Similarly, the property is not significant under Criterion B/2 because it is not important for its association with any significant historic person. The fire station was designed by architect Frederick Meyer, a prominent San Francisco architect. However, it would be inappropriate to use the association of the fire station with Meyer under Criterion B or 2 for the evaluation purpose because this would be better considered under Criterion C or 3, for the work of a master. Thus, it does not appear to meet the criteria for listing on the NRHP or CRHR under this criterion.

Fire Station #30 is significant under Criteria C/3 for its distinctive characteristics of a type and period. The property embodies distinctive characteristics of a fire station constructed in the late 1920s in San Francisco's Mission Bay in plan, structure, and design. Fire Station #30 contains many distinctive elements of its type, a fire station designed in the mid-1920s. The station's two-story plan, with a large apparatus room that dominates the first story, along with a kitchen and some living space and a second story that contains the dormitory, locker room, and office space, is consistent with fire stations constructed during this period. The station features a tower, which was not used for drying hoses (a hose drying rack was located at the east side of the building) but was designed like many other fire stations to stand out and make the building recognizable within the neighborhood. The exterior design of the building is in keeping with the history of fire stations as public government buildings that were constructed with dignity but also harmonized with their surrounding buildings, in this case, warehouses and factories with brick wall cladding and Mission Revival style train depots. Before 1947, brick was commonly used for wall cladding of fire stations.

Finally, in rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and can be significant under Criterion D/4. The building at 1300 Third Street does not appear to be a principal source of important information in this regard.

Fire Station #30 has retained a very good level of integrity in all measures, with the exception of setting. Modern construction along Third and Mission Rock Streets has diminished the integrity of setting, as have the realignment of adjacent streets. However, the property retains sufficient aspects of the remaining factors of historic integrity to convey its significance. This property has undergone few alterations and is still in its historic location. Intact are the original design, the original workmanship, stylistic details, and virtually all of the building's original materials. The addition of a one-car garage at the south side of the property does not diminish the building's integrity, including that of its design; the historic character of the building continues to convey a sense of feeling and association to its period of significance, from 1928 until 1976. While the tracks, warehouses, produce stand and SPRR buildings that were on the block and on neighboring parcels are gone, the fire station still conveys its historic significance as a public safety building constructed in the late 1920s in Mission Bay and retains all of the remaining six elements of integrity.

CHARACTER-DEFINING FEATURES OF FIRE STATION #30

The character-defining features of this 1928 fire station are in Eclectic style with Mediterranean and Romanesque style elements: two-story footprint, its bifold wood-paneled garage doors, brick wall cladding, ornamental details, Spanish-style roof sheathed in clay tiles, bell/stair tower, arches, and ornamented cornices.

Fire Station #30 appears to meet Criterion C/3 for listing on the NRHP and CRHR, as a distinct example of a late 1920s fire station constructed in the Eclectic style with Mediterranean and Romanesque elements in Mission Bay. The property's period of significance is from its construction in 1928 until 1976, when it was no longer used as a fire station.

PROPOSED PROJECT

The proposed project would develop a 265,000-gross-square-foot complex on Block 8 in the Mission Bay South Redevelopment Area, bounded by Mission Rock, Third, and China Basin Streets. The complex would include a police station, a police headquarters, a fire station, and a parking area. The project would also include adaptive reuse of Fire Station #30. The project would comply with all design guidelines contained in the Mission Bay South Design for Development, adopted March 16, 2004, and would conform to all other codes and development standards in order to achieve entitlements from the San Francisco Redevelopment Agency. The DPW will consult with the San Francisco Planning Department on the design for the complex and regarding raising Fire Station #30 before construction.

CONCLUSION

As the eligibility for the NRHP and the adaptive reuse of Fire House #30 has already been considered in the Mission Bay SEIR, no new information has emerged that would materially change any of the analyses or conclusions of the Mission Bay SEIR. Therefore, the adaptive reuse of the Fire House #30 in a manner that is consistent with the Secretary of the Interior's guidelines for historic preservation does not entail any substantial changes that would require major revisions to the Mission Bay SEIR, nor would new significant environmental effects or a substantial increase in the severity of previously identified significant effects occur. The project would comply with all design guidelines contained in the Mission Bay South Design for Development and would conform to all other codes and development standards in order to achieve entitlements from the San Francisco Redevelopment Agency.

PREPARER'S QUALIFICATIONS:

Tetra Tech Historian Julia Mates prepared this memo and the attached historical evaluation. Ms. Mates coordinated with DPW regarding project details, reviewed project information, conducted research and examined records regarding Fire Station #30, Mission Bay, and the San Francisco Fire Department to assess known and potential historical resources. Ms. Mates meets the History and Architectural History professional qualifications as outlined by the federal government in Title 36 Code of Federal Regulations Part 61. She has an M.A. in History/Public History from California State University, Sacramento.

REFERENCES

Meyer, Frederick. *Plans for Engine House #18 [later #30] Situated at the Corner of Third and Fourth Streets*, City of San Francisco, 1927.

Carey and Co., *Department of Parks and Recreation 523 forms Evaluation of Firehouse No. 25*, San Francisco, CA, 1994.

Office of Historic Preservation. *Instructions for Nominating Historical Resources to the California Register of Historical Resources*, Sacramento, California, 1997.

U.S. Department of the Interior, *National Park Service, Guidelines for Applying the National Register Criteria for Evaluation National Register Bulletin 15*, Washington D.C., US Government Printing, 1991, revised 1995 through 2002.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 18

*Resource Name or # Fire Station #30

P1. Other Identifier: Fire Station #30

*P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County San Francisco

*b. USGS 7.5' Quad San Francisco North Date 1995 T 2S; R 5W;

c. Address 1300 Third Street City San Francisco Zip 94158

d. UTM: (give more than one for large and/or linear resources) Zone 10; 553854 mE/ 4180720 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Block 8720, Lot 002

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Fire Station #30 is at 1300 Third Street on a 1.5-acre parcel on Block 8 in the Mission Bay South Redevelopment Area, bounded by Mission Rock, Third, and China Basin Streets. The two-story building is at the southwest corner of the parcel and is accessed by a driveway along Mission Rock Street, at the building's north side. The building's south and east sides are surrounded by wood and chain-link fencing, and it is the only structure on the block. Adjacent blocks are developed with new construction. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) (HP39) Other (HP45) Unreinforced Masonry Building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing southeast, March 5, 2009

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1928/San Francisco Fire Department Records

*P7. Owner and Address:

City and County of San Francisco
Real Estate Division
25 Van Ness Avenue, Suite 400
San Francisco, CA 94102

*P8. Recorded by: (Name, affiliation, address)

Julia Mates
Tetra Tech, Inc.
180 Howard Street, Suite 250
San Francisco, CA 94105

*P9. Date Recorded: March 5, 2009

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Tetra Tech, Inc. "Historical Evaluation of Fire Station #30" prepared for the Department of Public Works, May 2009.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list)

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

Page 2 of 18

*NRHP Status Code 3
*Resource Name or # Fire Station #30

B1. Historic Name: Engine Company 18, Engine Company 19

B2. Common Name: Fire Station #30

B3. Original Use: Fire Station B4. Present Use: San Francisco Fire Department Toys Program

*B5. Architectural Style: Eclectic with elements of Romanesque and Mediterranean

*B6. Construction History: (Construction date, alteration, and date of alterations) 1928; fire hose drying racks removed (date unknown); parking lot at north side removed (after 1997, exact date unknown); removal of iron fence on east side and construction of wood fence (after 1997, exact date unknown); construction of one-car garage, circa 1995.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:

*B8. Related Features:

B9. Architect: Frederick Meyer b. Builder: Unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Fire Station #30 appears to meet the criteria for listing in the National Register of Historic Places (NRHP) for its significance under Criterion C for its distinctive characteristics of a type and period, as defined by 36 CFR, Part 79. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and the property appears to meet the criteria for listing in the California Register of Historical Resources (CRHR) under Criterion 3. Therefore, it is a historical resource for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

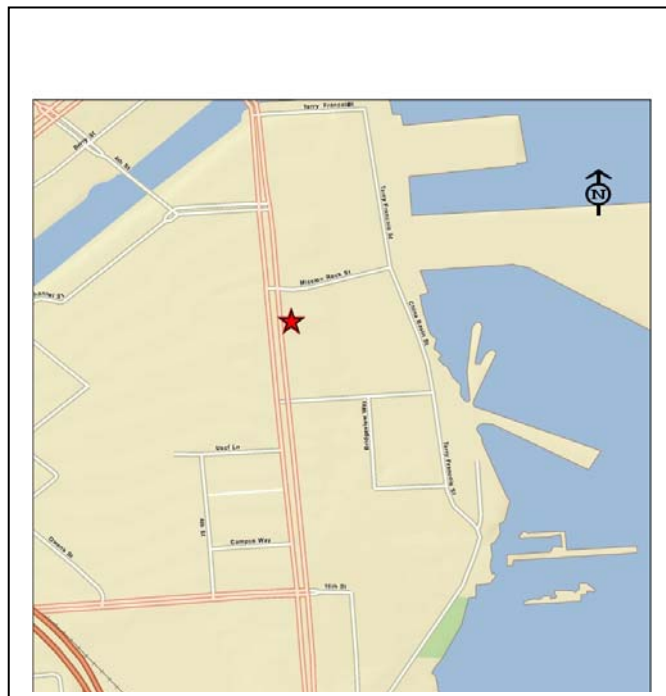
*B12. References: See footnotes in Significance, B10

B13. Remarks:

*B14. Evaluator: Julia Mates

*Date of Evaluation: March 5, 2009

(This space reserved for official comments.)



P3a. Description (continued):

The station rests on a concrete foundation, is sided in brick masonry, and is capped with multilevel roof formations: flat roofs on the first and second stories on the northern and southern extensions; a stair tower is topped with a Spanish-style roof, sheathed in Spanish-style clay tiles, as shown in **Photographs 1, 2, and 3**. A front gable roof shelters the second story on the west extension and also is sheathed in Spanish-style clay tiles. The vertical stair tower is clad in stucco. The building features two main façades. One façade faces north and contains two fire truck entrances (labeled “apparatus room” on original plans), which are accessed by two sets of wood-paneled bifold doors. The second façade faces west and contains the pedestrian entrance, a wood-paneled, glazed front door that is covered by a metal security gate. Fenestration throughout the building consists of original sets of large, rectangular, multi-light windows, with elliptical fanlights, along the first story and four-over-four and three-over-three, double-hung, metal and wood sashes on both the first and second stories. Each window contains an arched or squared head. Many of the sashes contain lug sills, are flanked by cement pilasters, and are covered by metal security bars. The building was constructed with a complete structural steel frame, including exterior wall columns and brick curtain walls.¹ The station was designed with fireproof materials, such as a steel frame, brick wall cladding, concrete floor in the apparatus room, and tile roof. The use of steel for the sashes along the first story where the fire engines were contained, and thus an area more susceptible to fire, was also part of the fireproof design.

The original plans show the apparatus room, truck entrance, utility closets, kitchen, and living room on the ground floor. The truck bays and apparatus room were on the east side of the building; the living room, kitchen, patrol platform, stairwell, and lavatory were on the west side. The living room windows overlooked Third Street. All floors on the first story were wood, except the floor in the apparatus room, which was reinforced concrete, as mentioned above. The east half of the building’s second story contained the dormitory, a large locker room, and lavatory, all above the apparatus and truck engine room. A fire pole led to the apparatus room from the dormitory. The officers’ room, lavatory, and a linen closet were on the west half of the second story. The north and south extensions of the flat roof that tops the first story flank the officers room and lavatory on this west side of the building. In the 1950s, a study of fire stations in San Francisco listed Fire Station #30 (then known as Engine Company 18) as being able to quarter 25 men, with three toilets, three showers, and four washrooms.²

The main stylistic elements of this building are a projecting cement plaster cornice with cast cement detailing above a nine-inch, angled brick course, both of which run along the entire building (**Photograph 4**). The station features Romanesque and Mediterranean stylistic elements, including cast stone ornaments and decorative detailing at the window sills, arches and ornamented cornices over doors and windows, and cement plaster quoins (**Photograph 5**). The north and west sides of the building contain little architectural relief, except for the cornice and nine-inch brick course, mentioned above. The truck entrance doors are separated by cement pilasters, and each door has concrete wheel guards at the corners. Above the pedestrian door is a shield with “SFFD” (for San Francisco Fire Department) embossed in cement, with cast stone detailing and a concrete keystone arch (**Photograph 6**). A brick chimney is visible on the second story of the west side of the building, which also features original copper downspouts (now tarnished). The large arched windows on the first story, Spanish-style roofs, brick masonry, and wood-paneled truck doors are the chief character-defining features of this station.

The building has an eclectic design with elements of Romanesque and Mediterranean architecture and has undergone few modifications since its construction. The few alterations that have been made are the addition of a one-car garage to the south side of the building, which is sided in stucco, topped with a metal shed roof, and accessed by a metal roll-up door (**Photograph 7**). This south side is also surrounded by a modern wood fence, where a more decorative iron fence has been removed. Metal security screens have been added to cover the first story windows and doors. The original hose drying yard and racks on the east side of the building have been removed. The exterior brick has been sandblasted, and portions of the brick have cracked and have been patched. The north cornice is missing an ornament, another fixture is missing near the truck doors, and the SFFD shield is cracked.

¹ Fredrick Meyer, [Plans for] *Engine House #18 [later #30] Situated at the Corner of Third and Fourth Streets*, (San Francisco, CA) 1927; Carey and Co., *Department of Parks and Recreation 523 forms Evaluation of Firehouse No. 25*, 1994.

²H. C. Vensano, *A Survey of the Fire Houses in San Francisco* (San Francisco: 1951), 39.

B10. Significance (continued):

Background History

History of the Neighborhood and Site

The context for Fire Station #30 is its role in the history of the Mission Bay neighborhood and site. Mission Bay was extensively filled by the middle and late nineteenth century, and the newly filled land became an industrial area for a variety of businesses. The industrial character of the area was established by the interaction between the waterfront and railroads. Shipbuilding and railroads serving the shipbuilding industry became the dominant industries in Mission Bay. Secondary industries, such as glass making, chemical manufacturing, lumber and related industries, trash dumping, oil operations, food processing, iron and brick industries, and wool factories, were established in the area to serve and take advantage of the dominant industries nearby.³ The presence of these industries attracted workers, who resided near their work. Thus, enclaves of houses, flats, hotels, restaurants, shops, and bars sprang up to accommodate the dock and factory workers who settled in the area.

Fire Station #30 was constructed in the midst of train tracks, rail yards, and platforms. A produce market was also located near the station.⁴ Railroads had a great influence in the development of Mission Bay. In 1868, sixty acres of Mission Bay land was granted to the Southern Pacific Railroad (SPRR) and the Western Pacific Railroad to build a terminal. Another 200-foot right-of-way was granted to the SPRR later on. These lands were south of Channel Street on what became the site for Fire Station #30. SPRR and the Santa Fe Railroad established a network of tracks, warehouse complexes, and roundhouses, which made it convenient to transport goods from warehouses to trains and onto ships. The availability of land and the proximity of the SPRR spur resulted in the construction of many warehouses and factories along the waterfront. Two other railroads, the Atchison Topeka and Santa Fe and the Western Pacific, also had their termini in San Francisco and had rail yards within Mission Bay.⁵ These railroads served piers and industries in Mission Bay and along the waterfront.

Sanborn Insurance Company maps reveal that by 1913, the variety of industries within Mission Bay had decreased. Although warehouses and manufacturing companies were still present, many smaller business and industries had left. This may be due in some part to the economic depression of the mid-1890s.⁶ Warehouses continued to dominate the area because of convenient access to railroads and ships to transport freight. The SPRR continued to dominate the area on which Fire Station #30 would be constructed, with a large SPRR warehouse across the street, a car repair yard on the same block as the station, and several gas and oil yards nearby.⁷ By 1915, the waterfront and the intersection of Third and Fourth Streets looked the same as they did in 1928 when Fire Station #30 was constructed⁸ (**Figure 1**).

The SPRR no longer dominated the region by the middle of the twentieth century, in part because of the invention of the automobile and increased growth of the trucking industry. The 1928-1950 Sanborn map shows Fire Station #30 (labeled "Fire Station No. 18" on the map) next to machinery sales warehouses, chemical warehouses, and SPRR tracks and affiliated warehouses. However, many of the SPRR buildings that were on the 1913-1915 Sanborn maps are no longer associated with the SPRR. The lumber building, paint shop, and planing mill have been replaced by light-industrial buildings, such as

³David Chavez, Jan Hupman, *Archaeological Review for the Mission Bay Project EIR* (Mill Valley 1997), 37.

⁴Bill Koenig, Director Emeritus, San Francisco Fire Department Museum, personal communication with Tetra Tech Historian, Julia Mates, May 30, 2009.

⁵San Francisco Chamber of Commerce, *Facts About the Port of San Francisco: a Brief Handbook Containing Information of General Interest to the Shipper and Business Man Together with Maps, Views and Statistical Information Relative to San Francisco's Foreign Trade* (San Francisco 1921), 18.

⁶Chavez et al, *Archaeological Resources Review for the Mission Bay Project EIR*, 78; Sanborn Map Company, *San Francisco, California* 1913), 220.

⁷Sanborn Map Company, *San Francisco, California*, (1913), 220.

⁸Sally Woodbridge, *San Francisco in Maps and Views*, (New York: Rizzoli International Publications, Inc. 2006), 125.

machinery sales, a magnesite mill warehouse, an industrial chemical warehouse, and a gas and oil depot, as well as storage buildings. The SPRR freight tracks are still present on the 1950s Sanborn maps.⁹

Mission Bay was not the focus of significant urban renewal or redevelopment until the later part of the twentieth century, when plans for redeveloping Mission Bay were to change the area from an industrial commercial center to a more commercial and residential area. During this period, the street patterns in Mission Bay were altered. Fourth Street, which ran along the north side of Fire Station #30 and intersected with Third Street, was altered to run south, parallel to Third Street, and ended before Third Street. New east and west streets have been created. China Basin Street has been constructed to run along the south side of Fire Station #30. **Figure 2** is a historic map of the streets surrounding Fire Station #30, and **Figure 3** shows the street grids as they appear after alignment modifications. San Francisco Municipal Transit Agency (MUNI) light rail tracks and platform have been constructed and are along Third Street, across the street from the station.

History of Fire Station #30

Fire Station #30 was designed in 1925 by Frederick Meyer, and the City Architect was John Reid, Jr. The station was completed in 1928. (**Figure 4**) Original plans show that Fire Station #30 did stylistically identify itself with its neighborhood in Mission Bay and contained many of the same elements found in buildings south of Market Street, which were characterized by brick wall cladding, arches, multiple stories, rectangular-massed buildings, recessed fenestration, brick corbels, and pilaster-like elements.¹⁰ There were several reasons for the construction of Fire Station #30 at this site. One was the need for a firehouse on the southern side of the China Basin Channel. After the Fourth Street Bridge was constructed in 1917, more development was occurring in the south part of San Francisco, in Mission Bay. Indeed, there was a rise in the construction of fire stations in general in the mid-1920s within the southern district of San Francisco. In an article in the *Municipal Record* of 1926, Mayor James Rolph, Jr., announced that the architect was preparing preliminary plans for Engine Company 18, on Third Street near Merrimac (Fire Station #30). The same publication also reported that during the first six months of the fiscal year of 1925, public building permits in San Francisco were up 100 percent since 1920 and that new fire stations in the Southern District were recently built.¹¹ As discussed above, during the 1920s, the Mission Bay area had grown in density and contained many industrial warehouses, including lumberyards, railroad lines, docks, and manufacturing plants. The area had also grown with the construction of tenements, restaurants, hotels, saloons, and shops. The Fourth Street Bridge, a drawbridge, was constructed over the China Basin Channel in 1917. The City and County of San Francisco constructed Fire Station #30 in Mission Bay because, if the Fourth Street Bridge was up and there was a fire on the south side of the channel, the fire companies responding from the north side would be delayed by having to go around the bridge by way of Seventh Street or by having to wait for the bridge to be lowered. The SFFD constructed Fire Station #30 on the south side of the bridge so that Engine Company 19 would be able to respond to fires in Mission Bay and not have to rely on fire companies on the north side of the channel.¹² The *Municipal Employee* featured a photograph of the station and the simple statement that "...special attention is also given in this issue to the Fire Department, which has just added a new unit, engine house 19, to the extensive and competent organization headed for so many years by Fire Chief Thomas R. Murphy."¹³

From 1928 until 1927, Engine Company 19 had a daily complement of one officer and five firefighters. In 1970 all engine company crews were reduced by one fire fighter, due to budget cuts. During the mid-1970s, the crews were reduced again by one, also due to budget cuts. Throughout its history, Fire Station #30 housed many fire engine companies other than Engine

⁹Sanborn Map Company, *San Francisco, California*, (1913-1915, 1950), 220.

¹⁰Appendix I to *Article 10 of San Francisco Planning Code: South End Historic Districts* (San Francisco Planning Department, Amended March 23, 1990) 665.

¹¹Monthly Report Bureau of Architecture, Board of Public Works, Construction of Public Buildings, *the Municipal Record*, Vol. XVIII, No. 50, (San Francisco, December 1925), 438; James Rolph, Jr., Public Buildings, *the Municipal Record*, Volume XIX, No. 6 (San Francisco, January 1926), 7.

¹²Koenig, personal communication with Julia Mates, May 30, 2009.

¹³Fire and Water, *the Municipal Employee*, Volume II, No. 10, (San Francisco October 1928), 21.

Page 6 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

Company 19. Among them were Hosthender Company 3, with one fireman and an occasion officer from 1939 to 1955; Water Tower Company 1, with one firefighter from 1968 to 1973; and Auxiliary Engine Company 13, with extra engines used as civil defense units during World War II. The extra engines remained in service until the 1970s but were not used unless the SFFD reserves were activated.¹⁴

In 1951, H. C. Vensano, Consulting Engineer for the City and County of San Francisco, and the San Francisco Fire Department conducted a study to determine which fire stations in the city were structurally sound and which were unlikely to withstand an earthquake. They identified specific stations that should be reconstructed and reinforced to withstand earthquakes, those that should continue being used as is, and those stations that should be abandoned. The study included Fire Station #30, at which time the engineer who inspected the station noted that, although Fire Station #30 was constructed with a steel frame, it would not withstand lateral forces of an earthquake and would likely be damaged. The brick work was rated as “good” and the apparatus room floor was noted to be of “reinforced concrete.” However, reconstruction of the fire station was recommended to ensure that it could withstand lateral forces.¹⁵ The study also noted that the fire station “houses one of the heavy types of fire boat tenders with a full standard 11,000 pound wheel load” and concluded that perhaps the building was not strong enough to house the modern heavier equipment.¹⁶ Hose tenders were used to carry thousands of pounds of hose to be used with fire boats to extinguish fires. These hoses were especially heavy equipment. The two hose tenders in the city during this period were in Fire Station #30 and at Fire Boat Station #2, both along the waterfront.

The recommendations of the Vensano report resulted in San Francisco passing a fire bond issue in November 1952 for \$4,750,000 to upgrade its fire stations. Although the Vensano report recommended reconstructing Engine House No. 19 to be “practical and in my opinion will be found to be economically warranted...,” Fire Station #30 was not listed as one of the 23 stations that would be reconstructed or rebuilt as part of the bond measure.¹⁷ There is no indication that the structural reinforcement recommendations in the Vensano report were actually acted on or that Fire Station #30 was ever structurally reinforced. On July 1, 1976, Engine Company No. 30 was disbanded due to city directed budget cuts to the Fire Department.¹⁸ In 1976, the Toys Program of the SFFD was housed in the fire station, where it continues to operate.¹⁹ In more recent times, the fire station also housed the Sisters of Mother Theresa Missionaries of Charity soup kitchen.

Historical Contexts

The Architecture of Fire Stations

Before the 1850s, firefighting was community-oriented and voluntary, and fire stations resembled lodges or clubhouses. Eventually, cities took over the fire service, and fire stations became public buildings. This shift from private fire companies to government run fire departments meant fire stations became public buildings and their design was often part of political decisions. This shift also meant a change in the design of fire stations because they had to provide firefighters with a place to sleep and accommodate firefighting equipment. Fire stations had to combine elements of garages, barracks, and living quarters in one building. As city public buildings they had to appear on the exterior as public institutions and on the interior had to be both functional and residential.²⁰ Architectural historian Jennifer Zurier describes the national trend of fire stations in which they had to look important but less pompous than other municipal buildings, such as courthouses and city halls. They also had to fit in with their surrounding neighborhoods, which ranged widely from commercial areas to residential

¹⁴Koenig, personal communication with Julia Mates, May 30, 2009.

¹⁵Vensano, *A Survey of the Fire Houses in San Francisco* (San Francisco 1951), B32

¹⁶Vensano, *A Survey of the Fire Houses in San Francisco*, B32

¹⁷St. Francis Hook and Ladder Society, *San Francisco Fire Department, 1866-1974* (San Francisco 1974), no page; Vensano, *A Survey of the Fire Houses in San Francisco* (San Francisco, 1951), 55; SFFD file,

¹⁸Koenig, personal communication with Julia Mates, May 30, 2009.

¹⁹Sally Casazza, Chairperson San Francisco Firefighters Toy Program (personal communication with Julia Mates, Tetra Tech Historian, April 13, 2009)

²⁰Rebecca Zurier, *The American Firehouse: an Architectural and Social History* (New York: Abbeville Press 1982), 13.

Page 7 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

neighborhoods.²¹ As technology changed, the design of fire stations changed as well. The shape of fire stations that housed horse-drawn and steam-driven fire engines in the mid-nineteenth century had different criteria than those stations that housed gasoline-powered engines before World War I. Fire stations with motor engines could be smaller than those built to house horse-drawn steam engines. Fire stations throughout history have also had to look like fire stations. This poses another factor in fire station design, that of the status of fire stations within their communities: fire stations must look the way people in the community think they should. Throughout history, society has had a vision of firefighters as heroes and firefighting as a symbol of civic pride. Fire stations represent a commitment to safety and protecting life and property, so they have historically been designed to represent distinctive architectural qualities that make them recognizable as fire stations by their communities.²²

Many features of fire stations have roots dating back to the 1800s. For example, during the period of volunteer fire companies, many fire stations were constructed with large towers which provided a place to hang the long leather hoses used for extinguishing fires so that they could dry. By the 1850s, drying racks at the rear or to the side of the stations were used for drying hoses instead of towers. Fire stations continued to be designed with towers even after the functional use was moot because they caused the building to stand out, and they were often the most decorated part of the station.²³ Red brick was also commonplace in fire station design in the US. After 1870, the use of red brick dominated fire station architecture, a design style taken from industrial and commercial buildings.²⁴

Eventually, budgets for public buildings increased and the task of designing fire stations was given to leading architects. This led to a variety of fire station designs. Fire stations had few criteria: they needed only two or three stories, a door large enough for the engines, and windows for living quarters. Fire stations had to be distinguishable from other municipal buildings, yet had to fit into their neighborhood surroundings. For example, a residential neighborhood might contain a fire station that was in the Tudor style, but this style would not be appropriate for a station in a downtown area. Thus, architects had room to create balconies, porches, turrets, and towers as they saw fit. Many architects incorporated the sentimental feelings associated with fire safety with their designs, creating stations that looked official and at the same were creative, using decorative elements, ornaments, and firefighting symbols.²⁵

San Francisco Fire Stations

San Francisco's Fire Department followed the national trend of firefighting, as described above. It was a volunteer department from 1850 until 1866, and fires were extinguished by volunteers who would assemble and haul apparatuses to fires. However, the time it took for volunteers to gather and respond to fires often meant valuable time lost. A demand for fire personnel that were always on duty was needed to replace the volunteer team (although many had day jobs and fought fires only when called).²⁶ It was during this time that fire stations transitioned into buildings that contained living spaces as well as large rooms for engines and equipment. The increased number of personnel and the increased amount of time spent in the fire station waiting for a fire to occur transformed the design of fire stations.

The fires that destroyed numerous buildings in San Francisco after the 1906 earthquake resulted in San Franciscans having a renewed respect for fire safety. Fire stations were rebuilt in the years immediately after the earthquake, with a variety of styles across the city, depending on when they were constructed and in what areas. Styles included Mission Revival, Romanesque, Craftsman/Tudor Revival, and Beaux Arts.²⁷

²¹Zurier, *The American Firehouse: an Architectural and Social History*, 13.

²²Zurier, 14-15.

²³Zurier, 65.

²⁴Zurier, 111.

²⁵Zurier, 132.

²⁶The Evolution of the Fire Department, *the Municipal Record*, Vol. II (San Francisco 1926) 365.

²⁷Ann Bloomfield, *National Register Nomination for Station 31* (San Francisco, 1987): Item 8 Sheet 3.

Page 8 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

Structural designs of fire stations in San Francisco changed after 1876, leading to better and stronger designs. The need for increased living space and upgraded facilities for quartering firefighters led to larger and wider fire stations with large dormitories and apparatus rooms to house truck engines. Between 1906 and 1918, San Francisco fire stations were constructed with increased strength in apparatus room floors because of the increased use of motorized equipment, which was heavier than horse-drawn vehicles. Many of the fire stations built during this time were constructed with the apparatus room floors resting directly on the ground to produce maximum vertical load carrying capacity.²⁸ Fire stations constructed between 1913 and 1947 were generally built with brick or concrete walls, which designers used to further strengthen the buildings to resist increasing vertical loads.

Fire Station #30 is similar in plan to other stations in San Francisco built after the 1850s: the main floor on the street level, a tall (or arched) wide engine doorway, with the second story used as a dormitory for firefighters.²⁹ By 1921, all of the fire stations within the SFFD were motorized, which meant that fire stations constructed after this period were built to house motorized apparatuses. Buildings and entries to fire stations were constructed wider than those of stations that were built before the use of motor-powered fire engines, and greater distances between fire stations were acceptable because of the speed and efficiency of motorized engines.³⁰

Frederick H. Meyer, Architect

Fire Station #30 was designed by San Francisco-born architect Frederick Meyer. Although he received no formal training, Meyer learned the art of designing commercial buildings through his work as a draftsman and through his experience as an apprentice. Meyer was influenced by visits to Chicago's downtown skyscrapers, and he and his partner Smith O'Brien designed the Rialto Building (southwest corner of Mission and New Montgomery Streets) following Chicago's building style.³¹ Meyer was a versatile architect who designed buildings for a variety of uses, including civic, residential, and utilitarian. Examples of Meyer's work in San Francisco include the Pacific Gas and Electric Company office building at 445 Sutter Street, the Kohler and Chase Building at 20-26 O'Farrell Street, and the Financial Center at 405 Montgomery Street.³² While Meyer designed many large skyscrapers, he also designed several buildings along the San Francisco waterfront, such as Building 101 on Pier 70, and eight projects for the City and County of San Francisco, including firehouses and branch libraries.³³ Meyer was teamed with John Reid, Jr. (the City Architect when Fire Station #30 was planned) in influencing the design of the Civic Center, one of Meyer's most famous contributions to San Francisco's architecture. Meyer also designed the Exposition Auditorium with John Reid, Jr., and Galen Howard. The Civic Center was an example of the influence that the City Beautiful Movement had on Meyer. Followers of this movement believed that improving the architecture of a city would promote economic prosperity and civic pride through the use of public open spaces and classically designed buildings. Meyer put these ideals into his design of utilitarian buildings, such as the Pacific Gas and Electric Company substations, Station S, constructed in 1913, and Station J, constructed in 1914. Meyer designed these substations in the

²⁸Vensano, *A Survey of the Fire Houses in San Francisco*, 11.

²⁹Bloomfield, *National Register Nomination for Station 31*, Statement of Significance.

³⁰Bloomfield, *National Register Nomination for Station 31*, Section 8 page, 3; San Francisco Hook and Ladder Society, *SF Fire Department 1866-1974* (San Francisco, California, 1974), no page.

³¹Michael Corbett, "Splendid Survivors: San Francisco's Downtown Architectural Heritage" (In: *San Francisco: the Foundation for San Francisco's Architectural Heritage* 1979), 52.

³²Ivan Frickstad, *Some Sub-Stations of the Pacific Gas & Electric Company*, *The Architect and Engineer*, 43:2, November 1915, 55; Christopher VerPlanck, "Frederick H. Meyer: Versatile Architect of the 'old school.'" In: *Heritage News*, Vol. XXVII, No. 6, 19, on file at San Francisco Architectural Heritage, File name 1300 4th Street/1301 Third Street.

³³Letter from Ashley, Keyser, and Runge Architects, March 6, 1961 (268 Market Street, San Francisco). On file at San Francisco Architectural Heritage, Folder name "1300 Third Street"; the letter does not include which fire stations in San Francisco were designed by Meyer; "The Work of Frederick H. Meyer, Architect." In: *Architect and Engineer*, Vol. XVIII, No. 3, October 1909.

Page 9 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

Beaux Arts style, with classical elements around entrances and at cornice levels. Instead of designing windowless boxes, the aesthetically pleasing buildings added to the streetscape and contributed to the city's physical environment.³⁴

Fire Station #30 is another example of Meyer's design of a municipal/utilitarian building to be aesthetically pleasing. Meyer designed Fire Station #30 in a style similar to that of other fire stations in the neighborhood, such as Fire Station #25. John Reid, Jr., designed several fire stations in San Francisco in the 1920s, including Fire Station #25, also located on Third Street, approximately two miles south of Fire Station #30. Fire Station #25 was constructed in 1927 with similar materials and architectural elements as Fire Station #30.³⁵ Meyer's design and materials selection for Fire Station #30 fit in well with the architectural character of the area, which in 1928 contained buildings related to railroading, shipping, warehousing, and light industry. The fire station would also have blended in with the character of other neighborhoods south of Market Street, just northwest of King Street, where buildings were typical warehouses originally designed for easy rail or truck access. These warehouses were large in bulk, with brick facades and often with large arches and openings.³⁶

Evaluation

The following is an evaluation of Fire Station #30's historical significance in each NRHP/CRHR criteria. This evaluation is focused on this property's significance as an individual resource. Fire Station #30 does not appear to be eligible for listing as part of a historic district.

Significance

Fire Station #30 is not significant under Criterion A/1 because it is not important for its association with significant events or trends. It is among the first fire stations constructed in Mission Bay. Fire stations, like many urban safety buildings, such as police stations and hospitals, are inherently important for safety to the communities they serve. However, in order to be eligible under Criterion A/1, a fire station must be historically significantly important to its community or neighborhood. No historical evidence was found to substantiate that the fire station was essential or significantly important to events and trends in San Francisco or Mission Bay history, and no adequate context was developed for evaluation under this criterion.

Similarly, the property is not significant under Criterion B/2 because it is not important for its association with any significant historic person. It does not appear to meet the criteria for listing on the NRHP or CRHR under this criterion.

Fire Station #30 is significant under Criteria C/3 for its distinctive characteristics of a type and period. The property embodies distinctive characteristics of a fire station constructed in the late 1920s in San Francisco's Mission Bay in plan, structure, and design. Fire Station #30 contains many distinctive elements of its type, a fire station designed in the mid-1920s. The station's two-story plan, with a large apparatus room that dominates the first story, along with a kitchen and some living space and a second story that contains the dormitory, locker room, and office space, is consistent with fire stations constructed during this period. The station features a tower, which was not used for drying hoses (a hose drying rack was located at the east side of the building) but was designed like many other fire stations to stand out and make the building recognizable within the neighborhood. The exterior design of the building is in keeping with the history of fire stations as public government buildings that were constructed with dignity but also harmonized with their surrounding buildings, in this case, warehouses and factories with brick wall cladding and Mission Revival style train depots. Before 1947, brick was commonly used for wall cladding of fire stations.

³⁴Alice Ross Carey, *National Register of Historic Places Registration Form, San Francisco Fire Department (SFFD) Engine Co. Number 2*, (San Francisco 2001) 7.

³⁵Fredrick Meyer, [Plans for] *Engine House #18 Situated at the corner of Third and Fourth Streets*, (San Francisco, CA) 1927; Carey and Co., Department of Parks and Recreation 523 forms *Evaluation of Firehouse No. 25*, 1994; Fire Station #25 contains arched windows and a dentilled cornice and is described as "a 1920s interpretation of the Romanesque style."

³⁶City and County of San Francisco and San Francisco Redevelopment Agency, *Final Mission Bay Subsequent Environmental Impact Report*, Prepared by EIP Associates, (San Francisco 1998), V.D.5-V.D.7.

Fire Station #30 was distinctive on this block as a fire station and it was a prominent public building from its exterior, yet it also contained elements consistent with its neighborhood. Meyer's choice of Mediterranean and Romanesque architectural elements (cornices, arched windows, and Spanish-style roof and tiles) blended well with nearby buildings.³⁷ The reinforced concrete floor of the apparatus room is another distinctive characteristic that was characteristic of fire stations designed during the period, in which fire stations were required to house motorized heavy equipment and needed to have strong apparatus room floors. Fire Station #30 is an important example of a fire station constructed during a period when fire prevention in the south district of San Francisco was underrepresented and exemplifies the status fire stations had in society in the mid-1920s. Its importance is also in the fact that it is the only unaltered fire stations with this style and design that exists in Mission Bay.

Fire Station #30 has undergone few modifications over time. While other fire stations constructed with similar styles during the same period of construction exist, unlike Fire Station #30, they have been heavily altered. **Photographs 8 and 9** show the fire station shortly after it was constructed, and few changes to the building are apparent. The property's period of significance is from 1928, when it was constructed, until 1976, when it was no longer used as a fire station.

Finally, in rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and can be significant under Criterion D/4. The building at 1300 Third Street does not appear to be a principal source of important information in this regard.

Integrity

Integrity of a historic resource is measured by applying seven factors: location, design, setting, workmanship, materials, feeling, and association. Fire Station #30 has retained a very good level of integrity in all measures, with the exception of setting because the buildings on adjacent parcels and neighboring blocks have been replaced with modern construction. The CRHR definition of integrity is "the authenticity of [a] historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The CRHR goes on to state that eligible resources "must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance," and then it lists the seven aspects of integrity.³⁸

Despite the diminished integrity of setting due to modern construction along Third and Mission Rock Streets, Fire Station #30 retains sufficient historic integrity to convey its significance. This property has undergone few alterations and is still in its historic location. Its original design remains intact, with the exception of the addition of a one-car garage at its south side. This addition does not diminish the overall design of the building. The original workmanship, ornamental detailing, tower, arches and decorative work have not been altered and most of the building's original materials are still present and have not been replaced. The original materials of brick and concrete are still in place, and most of the sashes are original. The brick wall cladding appears to have been sandblasted, but this relates more to the condition of the property than to its integrity.³⁹ While the original tracks, warehouses, and SPRR buildings that were on the block and on neighboring parcels are gone, the fire station does convey the significance of its importance as a fire station constructed in the late 1920s in Mission Bay, and it retains all of the remaining six elements of integrity.

The character-defining features of this fire station of the late 1920s construction are its Eclectic with elements of Mediterranean and Romanesque style elements: its two-story footprint, two wood-paneled garage doors, brick wall cladding, Spanish-style roof sheathed in clay tile, decorative ornaments, arches, ornamented cornices, and bell/stair tower. Fire Station

³⁷Virginia and Lee McAlester, *a Field Guide to American Houses* (New York: Alfred A. Knopf Publisher: 1984), 410.

³⁸California Public Resources Code, Section 4850 through 4858; California Office of Historic Preservation, *Instructions for Nominating Historical Resources to the California Register of Historical Resources* (Sacramento, California: Office of Historic Preservation 1997).

³⁹Jay Correia, (State Historian III, Office of Historic Preservation). E-mail correspondence to Julia Mates (Tetra Tech Historian), April 28, 2009.

Page 11 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

#30 appears to meet Criterion C/3 for listing on the NRHP and CRHR as a distinct example of a late 1920s fire station constructed in the Mediterranean and Romanesque style in Mission Bay.

This property has been evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it is a historical resource as defined in these guidelines.



Photograph 2: Fire Station #30, west façade, camera facing east, 3/5/2009.



Photograph 3: Fire Station #30, east side, camera facing south, 3/5/2009.

Page 12 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update



Photograph 4: Fire Station #30, cornice and decorative brickwork, 3/5/2009.



Photograph 5: cast stone elements and detailing at window arches and pilasters, camera facing east, 3/5/2009.

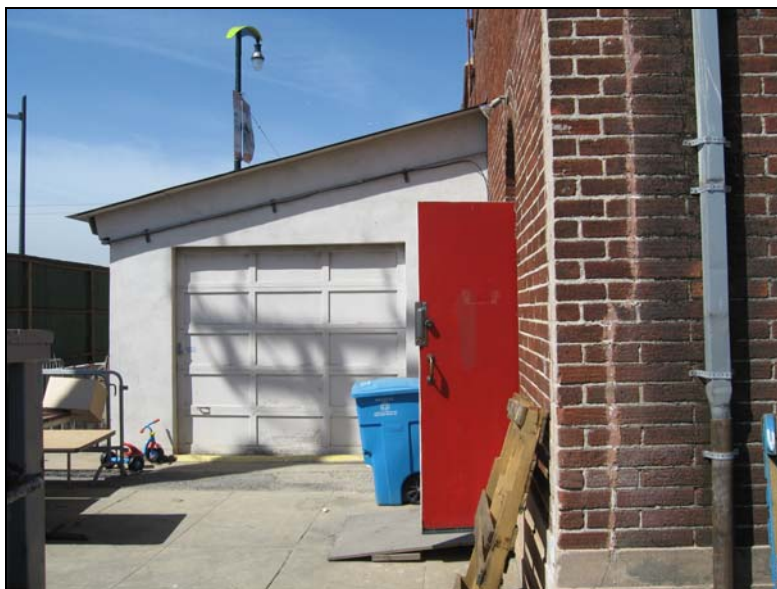
Page 13 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update



Photograph 6: Entrance to Fire Station #30 on west side, fire station shield, 3/5/2009.



Photograph 7: Fire Station #30, one-car garage at south side, camera facing west, 3/5/2009.

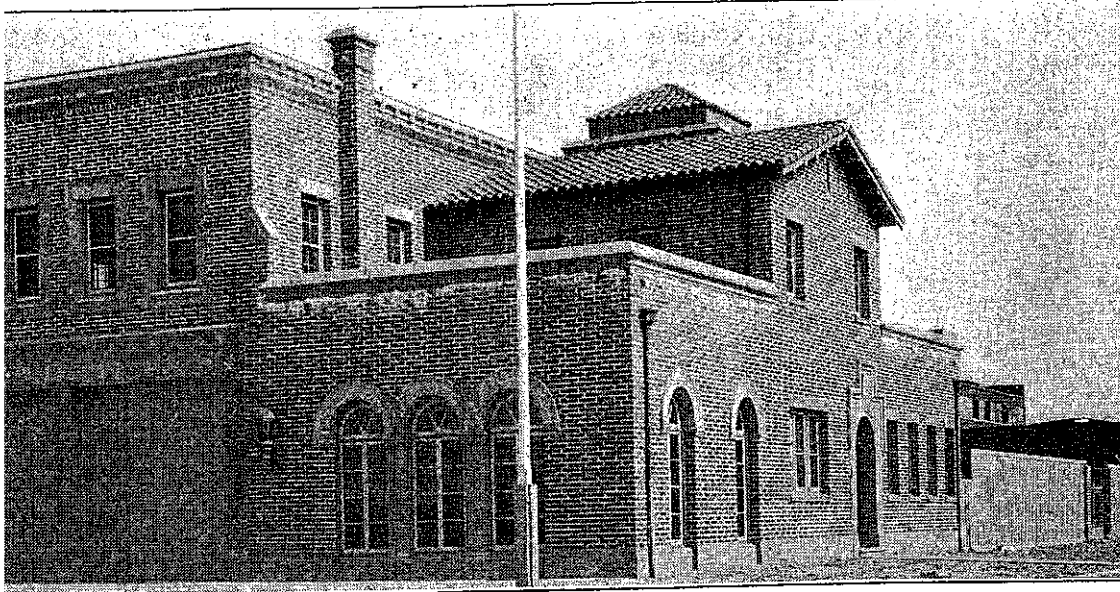
Page 14 of 18

*Resource Name or # (Assigned by recorder)

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Photograph 8: 1928 photograph of “Old Engine Company 19,”
Courtesy of San Francisco Fire Department Historical Society.



The new home of Engine 19 recently completed at Third and Merrimac streets

Photograph 9: Historic Photograph of Fire Station #30 as it appeared in the *Municipal Engineer*, October 1928.

Page 15 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

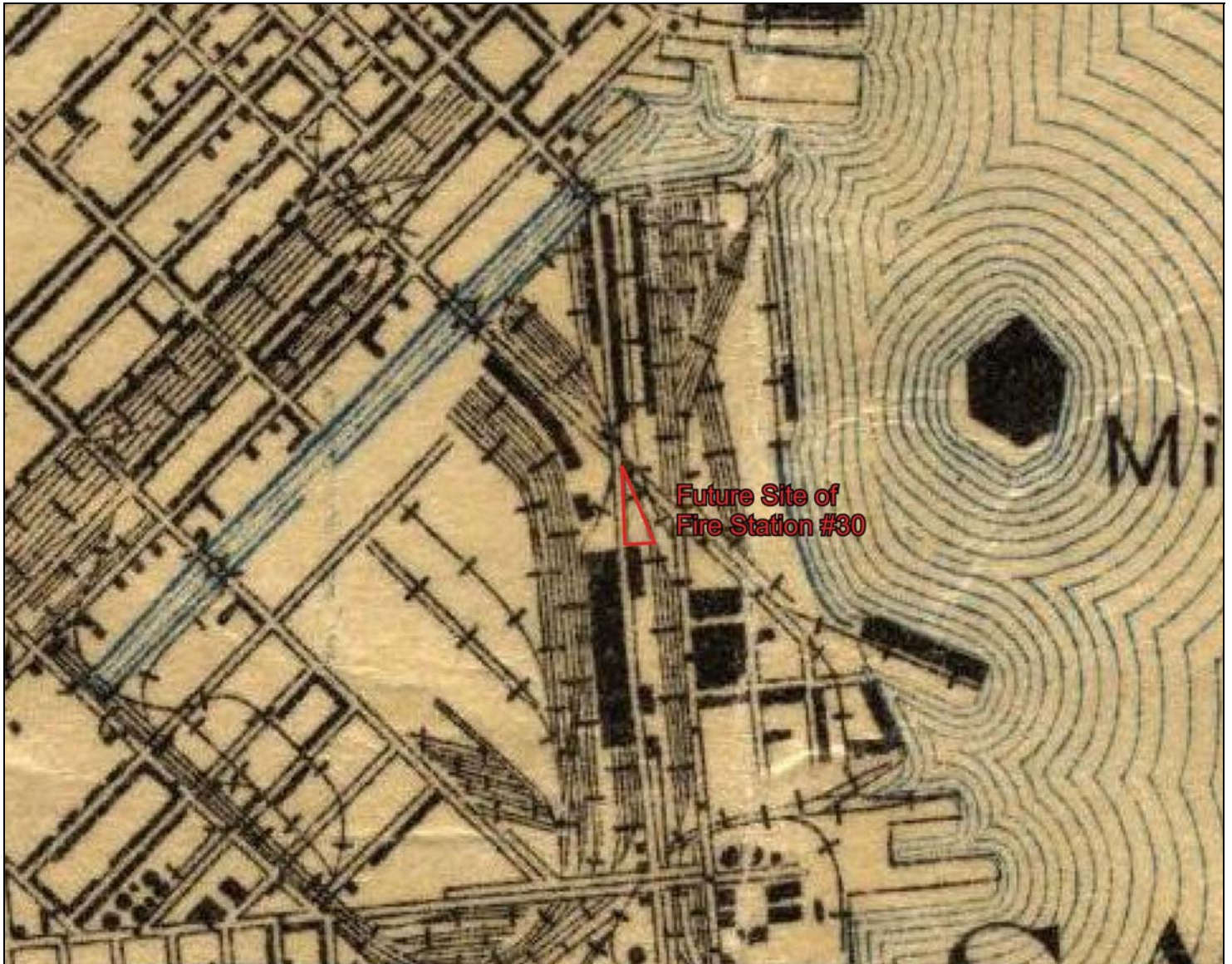


Figure 1: Site of 1300 Third Street Prior to construction of Fire Station #30, 1915

Page 16 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

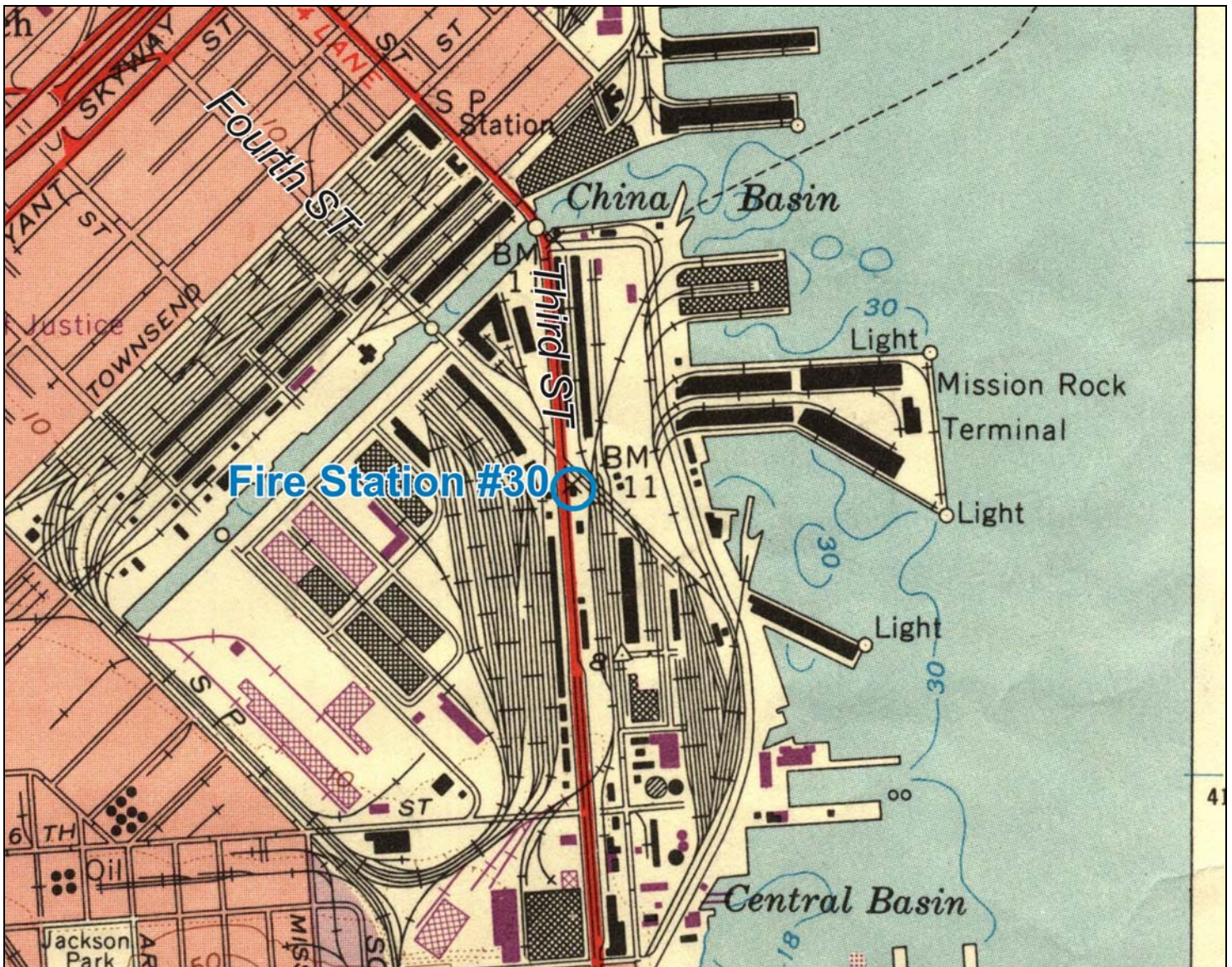


Figure 2: Streets prior to realignment, note that Fourth Street intersects with Third Street to the north of Fire Station #30

Page 17 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

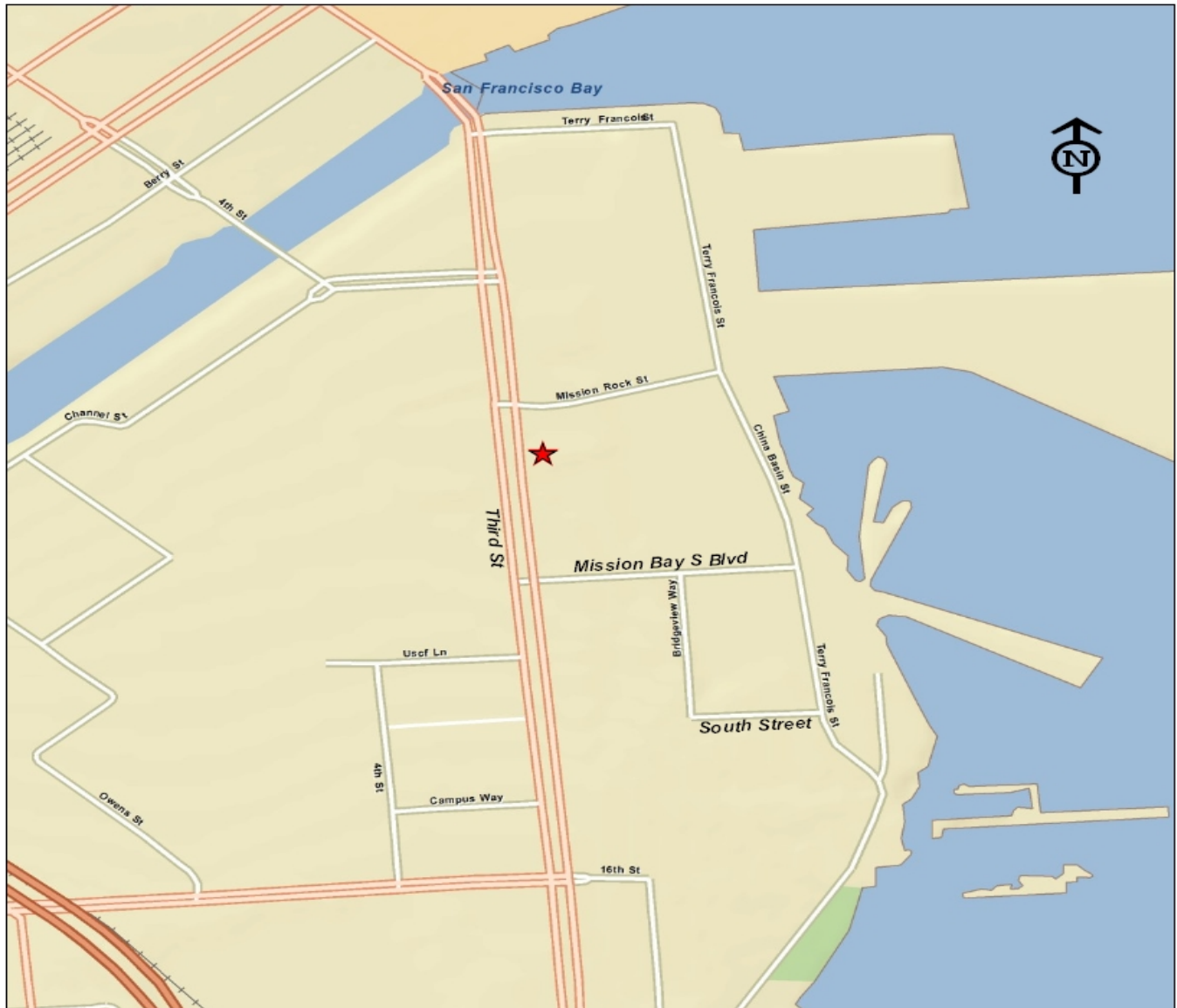


Figure 3: Streets after realignment, 2009

Page 18 of 18

*Resource Name or # (Assigned by recorder)

*Recorded by Julia Mates *Date March 5, 2009 ☒ Continuation ☐ Update

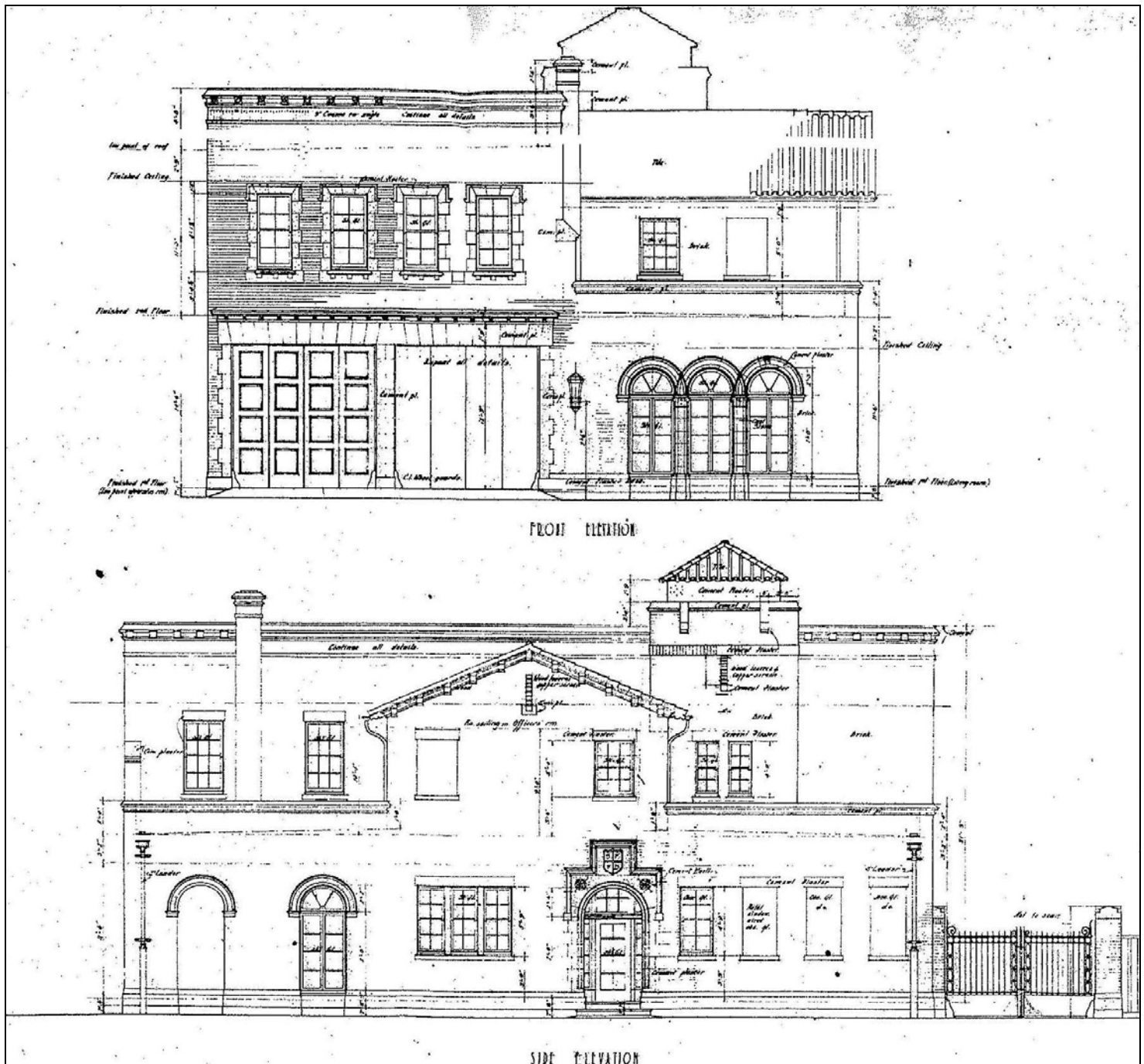


Figure 4: Original Plans for Fire Station #30 (Engine Company 18), front elevation, 1925.

EXHIBIT C
MISSION BAY PUBLIC SAFETY BUILDING TRANSPORTATION
ASSESSMENT

Final Report

Mission Bay Public Safety Building Transportation Assessment



Prepared for the
City and County of San Francisco
Department of Public Works

TABLE OF CONTENTS

	<u>Page</u>
1. INTRODUCTION	1
2. SETTING	2
3. PROJECT CHARACTERISTICS	2
4. TRAVEL DEMAND	5
4.1 Trip generation	6
4.2 Mode split	7
4.3 Parking Demand	8
4.4 Comparison to other projects	10
5. MISSION BAY AREA DEVELOPMENT	11
5.1 1998 Mission Bay Plan	11
5.2 UCSF Mission Bay	14
5.3 Mission Bay development status	16
5.4 Mission Bay travel demand	17
6. CONCLUSIONS	19
 APPENDICES	
Appendix A—Employee and visitor estimates	
Appendix B—Parking Demand	
Appendix C—Police and fire station studies	
Appendix D—1998 Mission Bay Final SEIR	
Appendix E—2008 UCSF Medical Center at Mission Bay FEIR	

LIST OF TABLES

	<u>Page</u>
TABLE 1	
Mission Bay Public Safety Building—Proposed Development Program	3
TABLE 2	
Mission Bay Public Safety Building Characteristics	5
TABLE 3	
Mission Bay Public Safety Building—Weekday Trip Generation Rates	6
TABLE 4	
Mission Bay Public Safety Building—Weekday Person Trip Generation	7
TABLE 5	
Mission Bay Public Safety Building—Weekday Person Trip Generation by Mode Weekday Daily and PM Peak Hour	7
TABLE 6	
Mission Bay Public Safety Building—Vehicle Trip Generation Weekday Daily and PM Peak Hour	8
TABLE 7	
Mission Bay Public Safety Building—Weekday Parking Demand	8
TABLE 8	
Mission Bay Public Safety Building—Permitted Parking Needs	9
TABLE 9	
Average Travel Demand Rates Comparison—Weekday Daily and PM Peak Hour	11
TABLE 10	
Mission Bay Development Program Comparison— Summary of Proposed Development by Land Use	13
TABLE 11	
Mission Bay Development Employment Comparison	14

	<u>Page</u>
TABLE 12	
Mission Bay South Plan Area—Development Program for Blocks X3 and 36 to 39.....	16
TABLE 13	
Mission Bay Area Plan Development Status	17
TABLE 14	
Mission Bay Area Plan Travel Demand—Weekday Daily and PM Peak Hour	18
TABLE 15	
Mission Bay Area Plan—Intersection LOS Comparison at Project Buildout Weekday PM Peak Hour.....	19

LIST OF FIGURES

	<u>Page</u>
FIGURE 1	
Proposed Location for a Public Safety Building in Mission Bay	1
FIGURE 2	
Mission Bay Public Safety Building—Pedestrian and Vehicular Access	3
FIGURE 3	
SFPD Headquarters and Southern Station Buildings in Mission Bay— Estimated Visitor and Employees Arrival and Departure Patterns.....	4
FIGURE 4	
Mission Bay Area Plan Land Uses.....	12
FIGURE 5	
UCSF Mission Bay Medical Center Site	15

MISSION BAY PUBLIC SAFETY BUILDING TRANSPORTATION ASSESSMENT

1. INTRODUCTION

This report is a summary of the results of a transportation assessment conducted for a proposed Public Safety Building for the San Francisco Police Department (SFPD) and Fire Department (SFFD), to be located within the Mission Bay Redevelopment Area of San Francisco. The proposed site would be a 1.5-acre City-owned parcel at the southeast corner of the intersection of Third and Mission Rock Streets (See Figure 1). The decommissioned and closed Fire Station No. 30 occupies the southwestern corner of the site.



Figure 1
Proposed Location for a Public Safety Building in Mission Bay
(Source: SF Justice Facilities Improvement Study, December 2008)

The site is within Development Block 8 of the Mission Bay South Redevelopment Plan, which is zoned for public facilities, including a police and a fire station. The San Francisco Board of Supervisors certified the Final Subsequent Environmental Impact Report (SEIR) for the Mission Bay Project in September 1998.

2. SETTING

The site for the proposed location of the Public Safety Building in Mission Bay fronts Mission Rock Street on the north, Third Street on the west, and China Basin Street on the south. A planned residential development will be immediately east of the proposed project.

Third Street is a major north-south arterial in the southeastern section of San Francisco, extending northerly from the interchange with Highway 101 and Bayshore Boulevard to Market Street. Between 16th Street and Channel Street, Third Street has two northbound and two southbound lanes, with exclusive left-turn lanes provided at major signalized intersections. Muni's Third Street light rail service operates in an exclusive median strip. Two light rail station platforms (one northbound and one southbound) are in this median strip of Third Street, at the intersection with Mission Rock Street. On-street parking is prohibited on Third Street.

China Basin Street is a new roadway under construction and will extend east from Long Bridge Street, west of Third Street, to Terry François Boulevard, near San Francisco Bay. It will accommodate one traffic lane and one parking lane each way. Twelve-foot sidewalks will be provided on the north and south sides of the street. There will be a stop sign at the intersection of China Basin and Third Streets to control the minor China Basin Street movement. Because of the light rail tracks in the raised median of Third Street, vehicles will be allowed to turn right only into and out of China Basin Street.

As part of the Mission Bay Project, Mission Rock Street will be realigned and extended from Fourth Street to Terry François Boulevard. It will accommodate one traffic lane and one parking lane each way. Twelve-foot sidewalks will be provided on the north and south sides of the street. The intersection of Mission Rock and Third Streets is controlled by a traffic signal, and all turning movements are allowed.

3. PROJECT CHARACTERISTICS

The proposed project calls for a Public Safety Building, composed of a police headquarters building¹, a police station, and a new fire station to be collocated at the Third/Mission Rock site. Table 1 is a summary of the planned square footages for each of the project components. The estimated total size for the proposed project is 320,200 gross square feet (gsq.ft.).

Figure 2 shows the ground-level layout for the proposed project. As shown in the figure, the pedestrian and vehicular entrances to the fire station would be located on the south side of Mission Rock Street. The SFPD's Southern Station would be at the southeast corner of the intersection of Third and Mission Rock Streets.

Public pedestrian access to the police headquarters building would be on Third Street, while parking for approximately 245 permitted vehicles, such as patrol cars, unmarked vehicles, and department vehicles, would be accessible from the north side of China Basin Street. No passenger drop-off/pickup area would be available on Third Street, where on-street parking is prohibited.

¹ The SFPD headquarters would be relocated from its current location on Bryant Street to the proposed project site.

Table 1
Mission Bay Public Safety Building
Proposed Development Program

Project Component	Size (gsq.ft.)
Police Headquarters Building	130,500
Police Southern Station	27,000
Fire Station	22,000
Fire House No. 30	6,200
Parking (245 spaces)	134,500
Total	320,200

Source: SFDPW – December 2009

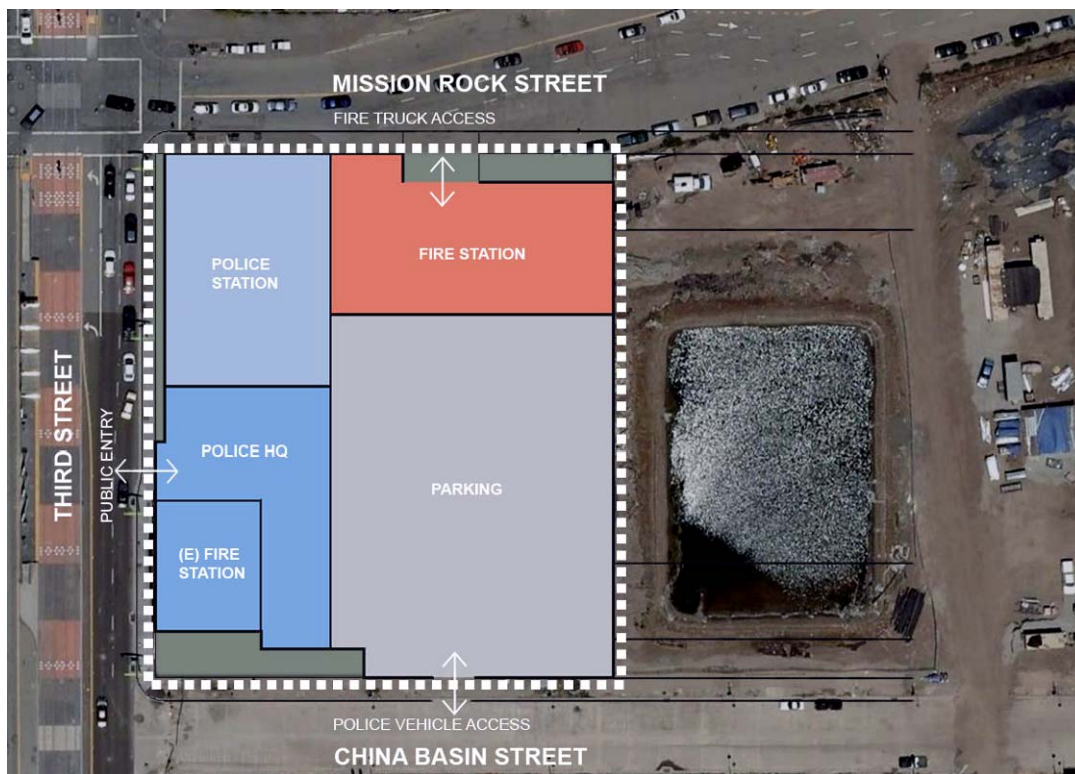


Figure 2
Mission Bay Public Safety Building—Pedestrian and Vehicular Access
(Source: SF Justice Facilities Improvement Study, December 2008)

The San Francisco Department of Public Works² (SFDPW) anticipates that the Police Headquarters Building would have approximately 264 employees on a typical day, while the Police Southern Station would have 125 employees, including 65 police officers. The expected

²Public Safety Building—Estimated Employee Start Times, SFDPW, Tom Eliot Fisch, February 2009

number of employees by employment unit for the Police Headquarters Building and the Police Station are detailed in Appendix A.

Typical work shifts at the Police Headquarters Building would start between 6 and 9 AM for an eight- to ten-hour shift, with some staff having access to the building during off-hours. The Southern Station would operate 24 hours a day, seven days a week. There would be four 10-hour shifts for the patrol officers starting at 6 AM, 11 AM, 4 PM, and 9 PM. Parking spaces for 156 police department vehicles and authorized visitors, plus 74 marked and unmarked patrol vehicles would be provided at the facility. In addition, 15 parking spaces for the new fire station would also be provided at the same facility.

The Police Headquarters Building would be open to the public generally from Monday through Friday, from 8 AM to 5 PM, with approximately 230 visitors coming to the building on a typical day. A multi-function space capable of holding a maximum 60 people would be used during the day for presentations to the Command Staff, Divisions use, media conferences or classrooms, and could also be utilized for community meetings, which are not included in the above figures since they would typically take place after regular business hours. The Southern Station would see approximately 100 visitors per day, most of them arriving between 8 AM and 6 PM. Appendix A includes a description of the expected number of visitors to the Police Headquarters Building and the Police Station by unit.

Figure 3 is a summary of the combined employee and visitor arrival and departure patterns to the Police Headquarters Building and the Police Station.

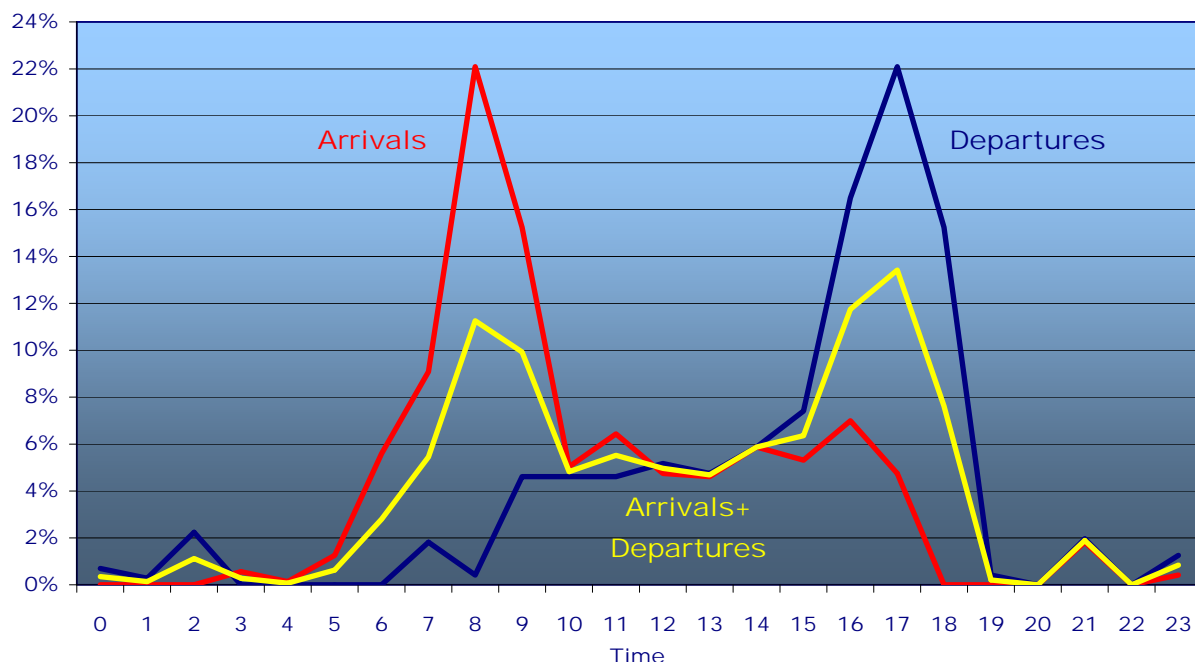


Figure 3
SFPD Headquarters Building and Southern Station in Mission Bay
Estimated Visitor and Employees Arrival and Departure Patterns
(Source: Public Safety Building—Estimated Employee Start Times,
SFDPW, Tom Eliot Fisch, February 2009)

As shown in Figure 3, the combined arrivals would be concentrated around 7 to 9 AM, while the departures would mostly take place from 4 to 6 PM. The morning and evening peak arrivals and departures would take place at 8 AM (11.5 percent, 98 percent inbound and 2 percent outbound) and at 5 PM (13.5 percent, 18 percent inbound and 82 percent outbound).

Similar information provided for the proposed fire station³ indicates that there would be between nine and 15 employees on-site on a typical day, depending on staffing needs. This includes a fire engine and four firefighters, plus a hook-and-ladder truck and five firefighters. A fire chief and a rescue squad would add six individuals. The fire station would be staffed 24 hours a day, all days of the year. All employees would work 24-hour shifts, which officially start at 8 AM. There would be an indeterminate number of visitors to the fire station, including walk-ins and tours, which, for travel demand purposes, have been estimated at 20 per day.

Table 2 below is a summary of the estimated number of employees, visitors, and permitted/official vehicles for each of the project components.

Table 2
Mission Bay Public Safety Building Characteristics

Project Component	Employees	Visitors	Average Employee Density (gsq.ft./employee)	Permitted/ Official Vehicles
Police Headquarters Building	264	230	494	156
Police Southern Station	125	100	216	74
Fire Station	15	20	1,467 ^[a]	15
Total	404	350	464	245

Note:

[a] Amount of sq. ft. does not include existing fire house No. 30 (6,200 sq.ft.)

Source: SFDPW, SFFD – December 2009

4. TRAVEL DEMAND

The approach and methods used to estimate the travel demand of development projects in San Francisco are required to follow, to the extent feasible, the Planning Department's guidelines (SF Guidelines),⁴ supplemented with additional trip generation data obtained from other well recognized sources, such as the Institute of Transportation Engineers (ITE) Trip Generation Manual.⁵

³Written communication from M. Thompson, Assistant Deputy Chief, SFFD, to P. Wong, SFDPW Bureau of Architecture, February 27, 2009

⁴Transportation Impact Analysis Guidelines for Environmental review, San Francisco Planning Department, October 2002

⁵Trip Generation, 8th Edition, Institute of Transportation Engineers, Washington D.C., 2008

Since the proposed Public Safety Building would be considered a “nonstandard” use, with unique trip generation and travel behavior characteristics⁶, the assessment of its travel demand cannot follow most of the methods presented in the SF Guidelines. Similarly, the ITE Trip Generation Manual does not include a land use for police or fire facilities, so the specific project information provided by SFDPW and SFFD and summarized in the previous section of this report has been used to determine the expected travel demand for the project. In addition, the travel demand rates estimated for the proposed Public Safety Building have been compared with those used in similar studies in other jurisdictions, as an additional check.

4.1 TRIP GENERATION

Table 3 is a summary of the estimated employee densities and trip generation for each of the three project components. A trip is defined as a single or one-way journey with either the origin or destination at the proposed project site. Thus, a trip can be either to or from the site, and a single visit to a site is counted as two project trips, one toward and one away from the site.

Table 3
Mission Bay Public Safety Building
Weekday Trip Generation Rates

Project Component	Employees (person trips/employee)	Visitors (person trips/visitor)
Police Headquarters Building	5.0	2.0
Police Southern Station	5.0	2.0
Fire Station	4.0	2.0
Average	5.0	2.0

Source: Adavant Consulting – December 2009

Two trips per person (one trip on arrival and one trip on departure) have been assumed for transportation analysis purposes for each visitor to the Public Safety Building. On the other hand, each employee at the Police Headquarters Building and Southern Station was assumed to make five trips per day on average. This accounts for the arrival and the departure trips, plus three trips away from the site for police patrolling or other purposes, plus deliveries during the work day. Another assumption is that each employee at the Fire Station would make four trips per day on average, which accounts for one arrival and one departure, plus one trip away and one back during the day for other purposes.

The ratio of five daily trips per employee has been derived from trip generation data presented in the Table C-1 of the SF Guidelines for office and manufacturing/industrial land uses. In addition, these rates closely match the number of trips that would result from using the same four-person trips per employee assumed for the fire station, and then adding two trips for each assigned official vehicle.

⁶ The Police Headquarters Building includes several uses for SFPD operations that would be considered atypical in an administrative office building such as a Multi-Function/CompStat space used for presentations to the Command Staff, Divisions use, media conferences or classrooms, an Operations Center and a Call Center staffed 24/7 to coordinate logistics, immediate response and outside communications during crisis situations, and a Data Center. (Source: Public Safety Building Program Report, Tom Eliot Fisch, February 2009)

Applying the trip generation rates shown in Table 3 to the expected number of employees and visitors presented in Table 2, it is possible to estimate the number of daily person trips to the Public Safety Building for each of its components. This information is summarized in Table 4, which shows that the proposed project would generate 2,705 daily person trips.

By applying the peak hour factors presented in Figure 3, it is possible to calculate the number of trips that would be generated by the proposed project during the AM and PM peak hours. As shown in Table 4, the Public Safety Building would generate 312 person trips during the AM peak hour and 365 person trips during the PM peak hour.

Table 4
Mission Bay Public Safety Building
Weekday Person Trip Generation

Project Component	Daily	AM Peak Hour	PM Peak Hour
Police Headquarters Building	1,780	205	240
Police Southern Station	825	95	111
Fire Station	100	12	14
Total	2,705	312	365

Source: Adavant Consulting – December 2009

4.2 MODE SPLIT

The project-generated person trips have been allocated among different travel modes in order to determine the number of auto, transit, and other⁷ trips. Mode split assumptions are based on data contained in the SF Guidelines for employee and visitor trips to Superdistrict 3 (SD3),⁸ which is where the project would be located.

Table 5
Mission Bay Public Safety Building Person Trip Generation by Mode
Weekday Daily and PM Peak Hour

Period	Person Trips			All Modes
	Auto ^[a]	Transit	Other ^[b]	
Daily	1,921	464	320	2,905
PM Peak Hour	259	63	43	365
<i>Modal Share</i>	<i>71%</i>	<i>17%</i>	<i>12%</i>	<i>100%</i>

Note:

[a] Combined average vehicle occupancy is 1.3 persons per vehicle

[b] Includes walking, bicycling, motorcycling, and additional modes

Sources: SF Guidelines, Adavant Consulting – December 2009

⁷The "other" category includes walk, bicycle, motorcycle and additional modes

⁸Superdistricts are travel analysis zones established by the Metropolitan Transportation Commission (MTC). These Superdistricts provide geographic subareas for planning purposes in San Francisco. SD3 generally covers the southeast quadrant of the City.

Table 5 is a summary of the weekday daily and PM peak hour trip generation by mode of travel for the proposed project. On a typical day, 71 percent of the person trips would be by auto, 17 percent would be by transit, and 12 percent would be by other modes.

As shown in Table 6, the proposed project would generate or attract 1,446 vehicle trips on a typical weekday, 195 of them (35 inbound and 161 outbound) during the PM peak hour.

Table 6
Mission Bay Public Safety Building Vehicle Trip Generation
Weekday Daily and PM Peak Hour

Period	Vehicle-Trips		
	Inbound	Outbound	Total
Daily	723	723	1,446
PM Peak Hour	35	161	195

Source: SF Guidelines, Adavant Consulting – December 2009

4.3 PARKING DEMAND

Parking demand for the Public Safety Building was determined based on methods presented in the SF Guidelines. Parking demand consists of both long-term (typically employees) and short-term (typically visitors and deliveries). Long-term parking demand was estimated by applying the average mode split and the vehicle occupancy from the trip generation estimation to the number of employees for each of the project components. Short-term parking was estimated based on the total daily visitor trips and average daily parking turnover rate (5.5 vehicles per space per day). Parking demand calculations for the Public Safety Building are detailed in Appendix B.

Table 7 presents the estimated midday and evening peak parking demand for the Public Safety Building. The combined components would generate a total midday parking demand of 273 spaces (16 short-term and 257 long-term) and 234 spaces in the evening (13 short-term and 221 long-term).

Table 7
Mission Bay Public Safety Building
Weekday Parking Demand

Project Component	Midday			Evening		
	Short-Term	Long-Term	Total Spaces	Short-Term	Long-Term	Total Spaces
Police Headquarters Building	10	146	156	8	117	125
Police Southern Station	5	96	101	4	89	93
Fire Station	1	15	16	1	15	16
Total	16	257	273	13	221	234

Source: SF Guidelines, Adavant Consulting – December 2009

The proposed project would provide permitted parking for fleet vehicles at the Mission Bay Public Safety Building, as summarized in Table 8.

Table 8
Mission Bay Public Safety Building
Permitted Parking Needs

Project Component	Parking Spaces
Police Headquarters Building	156
Police Southern Station	74
Fire Station	15
Total	245

Source: SFDPW – December 2009

Employees are expected to use some of these permitted spaces to park City-owned vehicles used for commuting, and some spaces may be used to park certain private vehicles that may be used for City work. In addition, Southern Station officers would park their private vehicles in the spaces used for their official vehicles while they are on patrol. This would satisfy some of the long-term parking needs presented in Table 7 and would reduce the overall need for parking.

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 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." Alternative means of travel to the project site include Muni Metro light rail service, which has a stop in front of the proposed Public Safety Building, walking or bicycling, with Terry François Boulevard being designated as a Class II bicycle route (route 5, striped bicycle lanes) in the San Francisco Bicycle Plan.

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 proposed 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.

4.4 COMPARISON TO OTHER PROJECTS

In order to ascertain that the travel demand results estimated in this analysis are valid, an additional reasonableness check was performed. Travel demand data and estimates were gathered from transportation studies performed for other police and fire stations in other jurisdictions, most of them in California. Specifically the following five studies were gathered and reviewed:

- Proposed police facility in the city of San Mateo, California;
- Existing police facility in Mammoth Lakes, California;
- Proposed police facility in Los Gatos, California;
- Proposed fire station in Scotts Valley, California; and
- Proposed fire station in Gainesville, Florida.

The characteristics of these emergency services facilities are detailed in Appendix C. Table 9 is a summary of several average travel demand rates obtained from these five studies and a comparison with rates derived from the proposed project.

As shown in Table 9, the average travel demand rates for the police and fire components of the proposed Public Safety Building in Mission Bay are, for the most part, within the range of those gathered from the other studies. The average employment densities of the five studies are lower but are comparable to those of the proposed project, which results in lower person trip rates per 1,000 gsq.ft. for the Public Safety Building project.

In addition, none of the studies calculated or collected data for person trips; rather, all of them used vehicle trips as their travel demand variable. On the other hand, all but the city of San Mateo study were conducted for projects in suburban or rural areas, with minimal or no opportunities for transit or pedestrian travel. Thus, the vehicle trip rates in Table 9 for these five studies should be viewed as comparable, albeit slightly lower, to the person trip rates of the Public Safety Building project.

Table 9
Average Travel Demand Rates Comparison
Weekday Daily and PM Peak Hour

	Approximate Employee Density (gsq.ft. / employee)	Daily Trips per Employee		Daily Trips per 1,000 gsq.ft.		PM Peak Hour Factor % in / % out
		Person Trips	Vehicle Trips	Person Trips	Vehicle Trips	
POLICE FACILITIES						
Average for Three Studies	300	N/A ^[a]	4.1	N/A ^[a]	14.5	13.6% 41/59
Mission Bay ^[b]	400	6.7	3.1	16.5	7.7	13.5% 18/82
FIRE STATION						
Average for Two Studies	1,200	N/A ^[a]	7.0	N/A ^[a]	5.8	14.3% 20/80
Mission Bay ^[c]	1,500 ^[d]	6.7	4.0	4.5	2.7	13.5% 18/82

Notes:

[a] The studies did not survey or calculate person trips; the counts and travel demand estimates were done for vehicle trips only. Most of the facilities have or would have very limited transit or pedestrian travel opportunities. Thus, the vehicle trip rates for these studies could be viewed as comparable to the person trip rates of the Public Safety Building project.

[b] Mission Bay Police Headquarters Building and Police Southern Station combined.

[c] Mission Bay Fire Station.

[d] Excludes existing Fire House No. 30.

Source: Adavant Consulting from various sources – December 2009

All of the PM peak hour factors (the percentage of daily trips that take place during the PM peak hour) shown in Table 9 are also very similar, as well as the inbound and outbound percentages shown for the fire station. The average inbound and outbound percentages shown for the police facilities for the three studies (41 percent in/59 percent out) is more balanced than the percentages shown for the Mission Bay Police Headquarters Building and Police Southern Station combined (18 percent in/82 percent out). This is most likely due to the relatively larger administrative component of the proposed project, which would skew the ratio toward the outbound, similar to the standard ratio found in government office use, which is 20 percent in/80 percent out.

5. MISSION BAY AREA DEVELOPMENT

5.1 MISSION BAY PLAN

The Mission Bay Development Plan covers approximately 300 acres of land and is near the eastern shoreline of San Francisco, about one mile south of the downtown Financial District. The Mission Bay Area is bounded by Townsend Street on the north, Interstate 280 on the west, Mariposa Street on the south, and San Francisco Bay on the east, as shown in Figure 4. The San Francisco Board of Supervisors certified the Final SEIR for the Mission Bay plan in September 1998 and established the Mission Bay North and South Redevelopment Project Areas two months later.

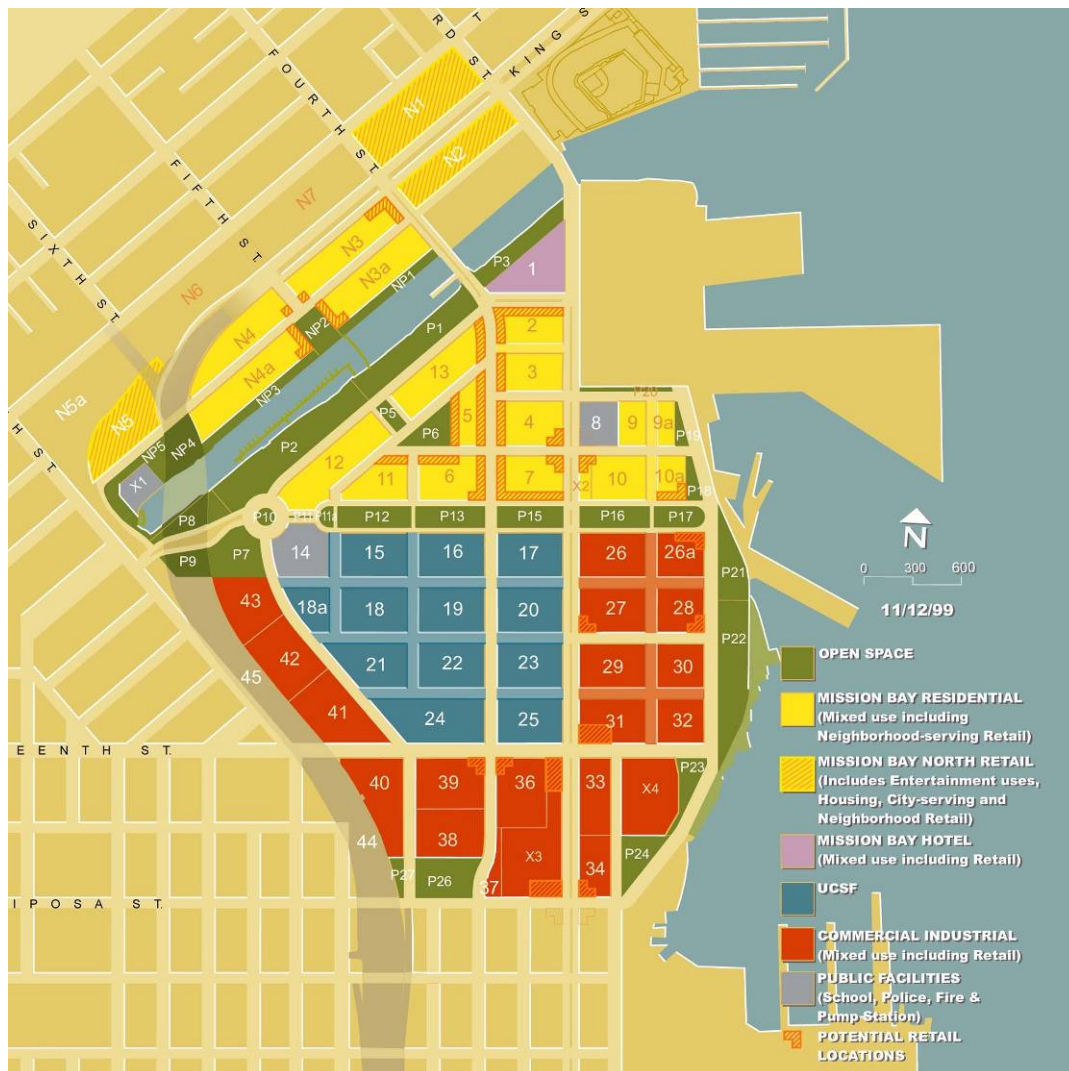


Figure 4
Mission Bay Area Plan Land Uses

The approved Mission Bay Development Plan calls for a mixed-use development, which includes the following:

- Approximately 6,000 residential units on the north and south sides of China Basin Channel;
- About 500,000 gsq.ft. of city- and neighborhood-serving retail space;
- A 43-acre University of California San Francisco (UCSF) site, containing 2.65 million gsq.ft. of instruction, research, and support space;
- A mix of approximately 6.5 million gsq.ft. of life sciences research and development, technology, and office space, plus a UCSF Medical Center surrounding the UCSF site to its west, south, and east;

- A 500-room hotel between Third and Fourth Streets south of China Basin Channel;
- A 500-student public school, a public library, and a new police and fire station; and
- Approximately 47 acres of open space, including eight acres within the UCSF site.

The 1998 Mission Bay SEIR evaluated the potential impacts of several alternatives and variants to the proposed project, as it was originally conceived in 1997 when the environmental studies were initiated. The plan approved by the Board of Supervisors in 1998 is virtually the same as what is described in the SEIR as the “Combination of Variants”⁹ and reflects changes and enhancements proposed by the project sponsors to the original plan, who envisioned a more intense development.

Table 10 is a summary of the land use differences between the Project Alternative, as was proposed in the SEIR, and the Combination of Variants Alternative. More detailed land use tables from the 1998 SEIR are included in Appendix D.

Table 10
Mission Bay Development Plan Program Comparison
Summary of Proposed Development by Land Use

Land Use	Project ^[a]	Combination of Variants ^[b]	Change
Residential Units	6,090	6,090	0
Commercial Industrial and Office (gsq.ft.)	5,557,000	6,621,000	1,064,000
Retail (gsq.ft.)	1,507,000	941,000	-566,000
Hotel (rooms)	500	500	0
Public Open Space (acres)	47	47	0
Public Facilities (acres)	5.2 ^[c]	5.2 ^[c]	0
UCSF Campus (gsq.ft.)	2,650,000	2,650,000	0

Notes:

[a] Defined as the Project Alternative in the Mission Bay SEIR (1998), Volume I, Table III.A.1, p. III.2.

[b] Defined in Mission Bay SEIR (1998), Volume II, Table VII.G.1, p. VII.50; virtually the same as that approved by the Board of Supervisors in 1998.

[c] Includes 1.5 acres for existing Channel Pump Station, 1.5 acres for new police and fire stations, and 2.2 acres for a 500-student public school.

Source: Final Mission Bay SEIR, San Francisco Planning Department September 1998

As shown in Table 10, the approved project represents a 37 percent reduction in retail space, all of it within the City-serving land use category in the South Plan Area, which in turn is replaced by a 20 percent increase in commercial industrial and office uses.

Table 11 is a summary of the employment differences between the Project Alternative and the Combination of Variants Alternative. As shown, overall, the Combination of Variants Alternative provides 1,310 more jobs (approximately four percent) in the Mission Bay Area than the Project Alternative.

⁹Final Mission Bay SEIR, Volume II, pp. VII.46 to VII.66, San Francisco Planning Department, September 1998

Table 11
Mission Bay Plan Development Employment Comparison

Plan Area	Project	Combination of Variants	Change
Mission Bay North	2,071	1,761	-310
Mission Bay South			
Central Subarea ^[a]	1,082	1,082	0
East Subarea	9,271	10,031	760
West Subarea	8,290	9,150	860
UCSF Subarea	9,280	9,280	0
<i>Subtotal Mission Bay South</i>	<i>27,923</i>	<i>29,543</i>	<i>1,620</i>
Total Mission Bay	29,994	31,304	1,310

Note:

[a] Includes approximately 100 employees for the Police and Fire Stations in Block 8.

Source: Final Mission Bay SEIR, San Francisco Planning Department September 1998

5.2 UCSF MISSION BAY

As described in the previous section, the Mission Bay plan includes a UCSF campus. It would comprise 12 blocks west of Third Street, east of Owens Street, and north of 16th Street and would contain 2.65 million gsq.ft. for instruction, research, and support uses. In 2002, UCSF amended its 1996 Long-Range Development Plan (LRDP) and added housing as an approved use within the Mission Bay campus and removed an equivalent amount of approved support uses.

The LRDP Amendment #1 EIR¹⁰ showed that the proposed replacement of support uses by student housing represents an overall increase in vehicle trips of 0.4 percent for the entire Mission Bay South Plan Area during the PM peak hour, which would fall well within the margin of error of the original estimates.

In 2008, UCSF initiated the environmental review for a proposed UCSF Medical Center, which would be located in Blocks X3 and 36 to 39 in the Mission Bay South Plan Area (Figure 5). The center would consist of a hospital, an ambulatory care center (ACC), an energy center, and parking.

¹⁰UCSF LRDP Amendment #1 Final SEIR, Tables 3-3 and 3-4, pp 3-14 and 3-15, January 17, 2002



Figure 5
UCSF Mission Bay Medical Center Site
Source: UCSF Medical Center at Mission Bay FEIR, August 2008

As shown in Figure 5, the site for the proposed medical center is bounded by 16th Street on the north, Mariposa Street on the south, Owens Street on the east, and Third Street on the west. Fourth Street runs parallel to Third Street and Owens Street between Blocks X3 and Blocks 36 through 39.

The medical center would be built in two major phases. The first would consist of a 289-bed hospital, approximately 240,000 gsq.ft. of ACC space, and a 35,000 gsq.ft. energy center, all located on Blocks X3, 36, and 37. The second phase would expand these uses to a total of 550-beds and potentially 436,500 gsq.ft. of ACC space. The Phase 2 development would be located on Blocks 38 and 39.

Table 12 is a summary of the land use differences in Blocks X3 and 36 to 39 for the original Mission Bay Plan (Combination of Variants Alternative) and the proposed UCSF Medical Center. As shown in the table, the proposed medical center represents a 16,100 gsq.ft. reduction in land use within the project site, compared to the Mission Bay Plan. More detailed land use tables from the 2008 UCSF Medical Center at Mission Bay FEIR are included in Appendix E.

Table 12
Mission Bay South Plan Area
Development Program for Blocks X3 and 36 to 39

Land Use Type	Land Use Intensity (gsq.ft.)
Mission Bay Plan (Combination of Variants) ^[a]	
Commercial Industrial and Office	1,743,000
Neighborhood-serving retail	10,100
City-serving retail	50,000
Total	1,803,100
UCSF Medical Center ^[b]	
Phase 1 (Blocks 36, 37 and X3)	993,500
Phase 2 Expansion (Blocks 38 and 39)	793,500
Total	1,787,000

Notes:

[a] Combination of Variants Alternative - UCSF Amendment #2 Hospital Replacement FEIR (2005), Table 4.11-11, p. 4.11-35.

[b] UCSF Medical Center at Mission Bay FEIR (2008), Table 3-2, p. 3-14.

Source: UCSF 2005, 2008

5.3 MISSION BAY DEVELOPMENT STATUS

As of December 2008, approximately 2,970 housing units have been constructed in the Mission Bay Plan Areas, including 2,440 in the North Area and 530 in the South Area. An additional 390 units are being constructed in the North Area, which is where approximately 202,600 gsq.ft. of retail and commercial space has been built already.

Several life science research, biotechnology and office buildings, totaling about 1.2 million gsq.ft., have been completed. Several buildings totaling about one million gsq.ft. have also been constructed on the UCSF campus, including research buildings, a campus community center, and student housing.

Table 13 is a summary of the current development status of the Mission Bay as of December 2008.

Table 13
Mission Bay Area Plan
Current Development Status

Land Use Type	Built ^[a] (Dec. 2008)	Currently Planned ^[b]	Maximum Allowed ^[c]	Change ^[d]
Mission Bay North				
Residential Units	2,443	520	3,000	37
Commercial and Retail (gsq.ft.)	202,600	1,400	556,000	352,000
Mission Bay South				
Residential Units	529	2,520	3,090	41
Commercial Industrial and Office (gsq.ft.)	1,156,700	3,721,300 ^[e]	4,878,000	0
Retail (gsq.ft.)	0	324,900 ^[e]	324,900	0
Hotel ^[f] (rooms)	0	500	500	0
Public School ^[g] (acres)	0	2.2	2.2	0
Other Public Facilities (acres)	1.5 ^[h]	1.5 ^[i]	3.0	0
UCSF Campus (gsq.ft.)	1,007,900	1,642,100	2,650,000	0
UCSF Medical Center (gsq.ft.)	0	1,787,000	1,787,000	0

Notes:

- [a] Mission Bay Development Group, December 2008.
- [b] Estimated development program remaining to be built in Mission Bay.
- [c] Mission Bay Plan Combination of Variants Alternative plus UCSF Medical Center Project—Mission Bay Project SEIR (1998), Volume II, Table VII.G.1, p. VII.50, and UCSF Medical Center at Mission Bay FEIR (2008), Table 3-2, p. 3-14.
- [d] Maximum development allowed under the Mission Bay Plan minus projects already built minus currently planned developments.
- [e] The exact amount of development planned for these land uses is not known but is assumed to be equal to the maximum amount allowable under the Mission Bay Plan.
- [f] Block 1 in the South Plan Area.
- [g] For up to 500 students, Block 14 in the South Plan Area.
- [h] Channel Pump Station, Block X1 in the North Plan Area.
- [i] New police and fire stations, Block 8 in the South Plan Area.

Source: Adavant Consulting from various sources – December 2009

The data in Table 13 show that most of the land uses would be on track to meet the maximum allowable program, with a couple of exceptions. It is likely that the maximum number of allowable residential units (6,090) will not be reached; rather 6,012 units, or 1.2 percent fewer, will be constructed.

More significantly, approximately 352,000 gsq.ft. of planned entertainment-oriented retail in the North Plan Area will not be built. This corresponds to a 25-screen, 6,500-seat movie theater originally planned for Block N2, which after further consideration was deemed not feasible by the project's master developer.

5.4 MISSION BAY TRAVEL DEMAND

Table 14 is a summary of the travel demand for different scenarios of the Mission Bay project in terms of person trips and vehicle trips for the weekday daily and pm peak hour conditions.

Table 14
Mission Bay Area Plan Travel Demand
Weekday Daily and PM Peak Hour Trips Comparison

Scenario	Daily			PM Peak Hour		
	Person Trips	Transit Trips	Vehicle Trips	Person Trips	Transit Trips	Vehicle Trips
Combination of Variants Alternative ^[a]	289,067	61,867	112,201	30,735	6,753	13,056
<i>Office/R&D at Blocks 36-39 and X3</i> ^[b]	27,147	5,435	12,765	3,131	649	1,490
<i>UCSF Medical Center at Blocks 36-39 and X3</i> ^[c]	19,850	4,663	8,569	2,243	538	1,009
Combination of Variants Alternative with UCSF Medical Center	281,770	61,095	108,005	29,847	6,642	12,575
Difference with Combination of Variants Alternative	-7,297 -3%	-772 -1%	-4,196 -4%	-888 -3%	-111 -2%	-481 -4%
<i>Mission Bay Public Safety Building</i> ^[d]	2,705	464	1,446	365	63	195
Combination of Variants Alternative with UCSF Medical Center, plus Public Safety Building in Block 8	284,475	61,559	109,451	30,212	6,705	12,770
Difference with Combination of Variants Alternative	-4,592 -2%	-308 -0.5%	-2,750 -2%	-523 -2%	-48 -1%	-286 -2%

Notes:

[a] Defined in Mission Bay Project SEIR (1998), Volume II, Table VII.G.3, p. VII.56; virtually the same as approved by the Board of Supervisors in 1998.

[b] Derived from land uses assigned to the West Subarea; Mission Bay Project SEIR (1998), Volume I, Tables V.E.6 and V.E.8, pp. V.E.58 and V.E.62, and Volume II, Table VII.G.2, p. VII.51.

[c] UCSF Medical Center at Mission Bay FEIR (2008), Tables 4.6-5 through 4.6-13, pp. 4.6-19 through 4.6-23.

[d] Tables 5 and 6 from this report; pp. 7 and 8.

Source: Adavant Consulting from various sources – January 2010

As shown in Table 14, the proposed replacement of research and office uses with UCSF Medical Center in Blocks X3 and 36 to 39 in the South Plan Area represents a three to four percent reduction in the number of daily and PM peak hour trips, compared to the Combination of Variants Alternative.

The proposed addition of the Public Safety Building in Block 8 of the South Plan Area represents a two percent increase in the number of person or vehicle trips for the daily and PM peak hour periods, which would fall within the expected daily variations of traffic volumes.

Table 15 is a comparison of cumulative 2015 levels of service (LOS) under the Combination of Variants Alternative and those of the Mission Bay Project for some key intersections likely to be traveled to and from the Mission Bay Public Safety Building. Average delays at most intersections would improve, with three intersections experiencing improvements in LOS. The intersection of Seventh Street and Mission Bay Drive, in particular, would improve from an unacceptable LOS E to an acceptable LOS D. The intersection of Fourth and Townsend Streets would degrade somewhat but would still maintain an acceptable LOS C.

Table 15
Mission Bay Area Plan
Intersection Level of Service Comparison at Project Buildout
Weekday PM Peak Hour

Intersection	Project		Combination of Variants Alternative	
	Delay (Seconds per Vehicle)	LOS	Delay (Seconds per Vehicle)	LOS
Third and Townsend Streets	79.7	F	78.8	F
Third and King Streets	99.1	F	114.4	F
Fourth and Townsend Streets	14.4	B	18.2	C
Fourth and King Streets	52.1	D	63.3	D
16 th and Seventh Streets	32.2	D	16.9	C
16 th and Fourth Streets	29.2	D	31.4	D
16 th and Third Streets	25.2	D	17.3	C
Mariposa Street/I-280 On-Ramp	16.6	C	16.4	C
Mariposa Street/I-280 Off-Ramp-Owens Street	35.9	D	29.2	D
Mariposa and Fourth Street	13.6	B	10.2	B
Mariposa and Third Street	23.7	C	18.6	C
Seventh Street and Mission Bay Drive	42.3	E	30.0	D

Source: Mission Bay Project SEIR (1998), Volume II, Table VII.G.4, p. VII.58

6. CONCLUSIONS

This report is a summary of the results of a transportation assessment conducted for a proposed Public Safety Building in Block 8 of the Mission Bay South Plan Area of San Francisco. The proposed project calls for the Police Administrative Headquarters, the Police Station, and the Fire Station to be collocated at the Third/Mission Rock site. The estimated total size for the proposed project with the 245-space parking garage is 320,200 gsq.ft.

There would be an average of 404 employees and 350 visitors coming to the site on a typical weekday, which represents a daily and PM peak hour demand of 2,705 and 365 person trips, respectively. About 1,446 daily vehicle trips (total both ways) and 195 PM peak hour vehicle trips would be generated by or would travel to the site. These travel demand estimates are similar to those obtained from other police and fire station studies conducted in California and Florida.

The preparers of the Mission Bay Project SEIR assumed that the police and fire stations in Block 8 would accommodate about 100 employees. The addition of about 300 employees that could be expected at the Public Safety Building under the proposed project represents a one percent increase over the total employment assumed in the Mission Bay SEIR for the South Plan Area under the Combination of Variants Alternative. This is well within the average daily employment variation, including employee absenteeism, etc., of about five percent.

The addition of the Public Safety Building also represents a two percent increase in the number of person or vehicle trips for the daily and PM peak hour periods, which would fall within the expected daily variations of traffic. In addition, the intersections in the Mission Bay South Area that would most likely be traveled by those vehicles arriving at or departing from the Public Safety Building show sufficient capacity at project buildout under the Combination of Variants Alternative to accommodate the modest increase in traffic expected as a result of the project.

The Public Safety Building would also increase the transit ridership in the Mission Bay Area by less than one percent for the daily and PM peak hour periods compared with the Combination of Variants Alternative, which would fall within the expected daily variations in transit ridership. Muni's Third Street light rail service (T-Third) envisioned as part of the Mission Bay Plan has been fully operational since April 2007 and includes a stop in the median of Third Street, across from the proposed Public Safety Building.

In addition, the Public Safety Building would comply with all the requirements in regard to pedestrian and bicycle conditions as contained in the Design for Development and Streetscape Master Plan documents adopted as part of the overall Mission Bay Redevelopment Project.

Furthermore, the proposed replacement of research and office uses with UCSF Medical Center in Blocks X3 and 36 to 39 in the South Plan Area represents a three to four percent reduction in the number of daily and PM peak hour trips, compared to the Combination of Variants Alternative. This is a greater reduction than the increase in trips caused by the Public Safety Building. Thus, the construction of the proposed Public Safety Building in Mission Bay is not expected to create any significant transportation impacts.

APPENDICES

APPENDIX A

EMPLOYEE AND VISITOR ESTIMATES

Public Safety Building at Mission Bay
PROJECT TRIP GENERATION SUMMARY

Program	Size	Parking Spaces	Employees	Visitors
Police Headquarters Bldg.	130,500 sq.ft.	156 vehicles	264 employees	230 visitors
Police Southern Station	27,000 sq.ft.	74 vehicles	125 employees	100 visitors
- staff			65 employees	
- officers			60 employees	
Fire Station	22,000 sq.ft.	15 vehicles	15 employees	20 visitors
Subtotal	179,500 sq.ft.	245 vehicles	404 employees	350 visitors
Fire House No. 30	6,200 sq.ft.			
Police Parking	134,500 sq.ft.			
TOTAL	320,200 sq.ft.			

Program	Avg. Employee Density	Daily Trip Generation Rates	
Police Headquarters Bldg.	494 sq.ft./empl.	5.0 p-trips/empl	2.0 p-trips/visitor
Police Southern Station	216 sq.ft./empl.	5.0 p-trips/empl	2.0 p-trips/visitor
Fire Station	1,467 sq.ft./empl.	4.0 p-trips/empl	2.0 p-trips/visitor
TOTAL	444 sq.ft./empl.	5.0 p-trips/empl	2.0 p-trips/visitor

Program	Number of Daily Person Trips			AM Peak Hour Person Trips
	Employees	Visitors	Total	
Police Headquarters Bldg.	1,320 person-trips	460 person-trips	1,780 person-trips	205 person-trips
Police Southern Station	625 person-trips	200 person-trips	825 person-trips	95 person-trips
- staff	325 person-trips			
- officers	300 person-trips			
Fire Station	60 person-trips	40 person-trips	100 person-trips	12 person-trips
TOTAL	2,005 person-trips	700 person-trips	2,705 person-trips	312 person-trips

Program	Number of Daily Vehicle Trips		
	Employees	Visitors	Total
Police Headquarters Bldg.	732 vehicle-trips	114 vehicle-trips	846 vehicle-trips
Police Southern Station	480 vehicle-trips	50 vehicle-trips	530 vehicle-trips
- staff	180 vehicle-trips		
- officers	300 vehicle-trips		
Fire Station	60 vehicle-trips	10 vehicle-trips	70 vehicle-trips
TOTAL	1,272 vehicle-trips	174 vehicle-trips	1,446 vehicle-trips

Program	Number of PM Peak Hour Trips			PM Peak Hour Vehicle-trips
	Employees	Visitors	Total	
Police Headquarters Bldg.	178 person-trips	62 person-trips	240 person-trips	114 vehicle-trips
Police Southern Station	84 person-trips	27 person-trips	111 person-trips	72 vehicle-trips
- staff	44 person-trips			31 vehicle-trips
- officers	41 person-trips			41 vehicle-trips
Fire Station	8 person-trips	5 person-trips	14 person-trips	9 vehicle-trips
TOTAL	271 person-trips	95 person-trips	365 person-trips	195 vehicle-trips
				35 inbound
				161 outbound

Mode	No. of Daily Trips	PM Peak Hour Trips	
Auto	1,921 person-trips	259 person-trips	71%
Transit	464 person-trips	63 person-trips	17%
Other	320 person-trips	43 person-trips	12%
TOTAL	2,705 person-trips	365 person-trips	100%

Program	Average Daily Trip Rates			
Police HQ plus Station	6.7 p-trips/empl.	16.5 p-trips/ksq.ft	3.1 veh-trips/empl.	7.7 veh-trips/ksq.ft
Fire Station	6.7 p-trips/empl.	4.5 p-trips/ksq.ft	4.0 veh-trips/empl.	2.7 veh-trips/ksq.ft
TOTAL	6.7 p-trips/empl.	15.1 p-trips/ksq.ft	3.1 veh-trips/empl	7.1 veh-trips/ksq.f

Program	Average PM Peak Hour Trip Rates			
Police HQ plus Station	0.90 p-trips/empl.	2.23 p-trips/ksq.ft	0.48 veh-trips/empl.	1.18 veh-trips/ksq.ft
Fire Station	0.90 p-trips/empl.	0.61 p-trips/ksq.ft	0.63 veh-trips/empl.	0.43 veh-trips/ksq.ft
TOTAL	0.90 p-trips/empl.	2.03 p-trips/ksq.ft	0.48 veh-trips/empl	1.09 veh-trips/ksq.f

Public Safety Building at Mission Bay

Police Administration/Headquarters

24 h./day - 7 days a week

Open to the public M-F 8 a.m. to 5 p.m.

(156 department vehicles)

PERSONNEL	Time																							TOTAL		
	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00		23:00	
Administration								1	4	4																9
Chief Office									10	5																15
Equal Employment Opportunity								2	1																	3
Fiscal								2	8	4																14
Field Operations Bureau HQ							1	6	3	8	1															19
Legal						1	2	4	10	2																19
Management Control							1	3	11																	15
Payroll								3	5	3	1															12
Permits							1	1	7	2																11
Planning							2	2	2	9	1															16
Police Commission Office										2																2
Professional Standards							1			2																3
Record Entry				4	1	3	2	3								3	2							3		21
Recruitment									2																	2
Staff Services								7	23	6																36
Support Services						5	5	4	12	8			1		9	2		1								47
Technology								12	2	6																20
TOTAL ARRIVE	0	0	0	4	1	9	15	50	100	61	3	0	1	0	9	5	2	1	0	0	0	0	0	0	3	264
	0.0%	0.0%	0.0%	1.5%	0.4%	3.4%	5.7%	18.9%	37.9%	23.1%	1.1%	0.0%	0.4%	0.0%	3.4%	1.9%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	100.0%	
TOTAL DEPART (estimated)	5	2	1	0	0	0	0	0	3	0	0	0	4	1	9	15	50	100	61	3	0	1	0	9		264

Mission Bay District Station (Total staff 125)

(74 marked and unmarked vehicles)

24 h./day - 7 days a week

(8 to 10 vehicles used during one shift)

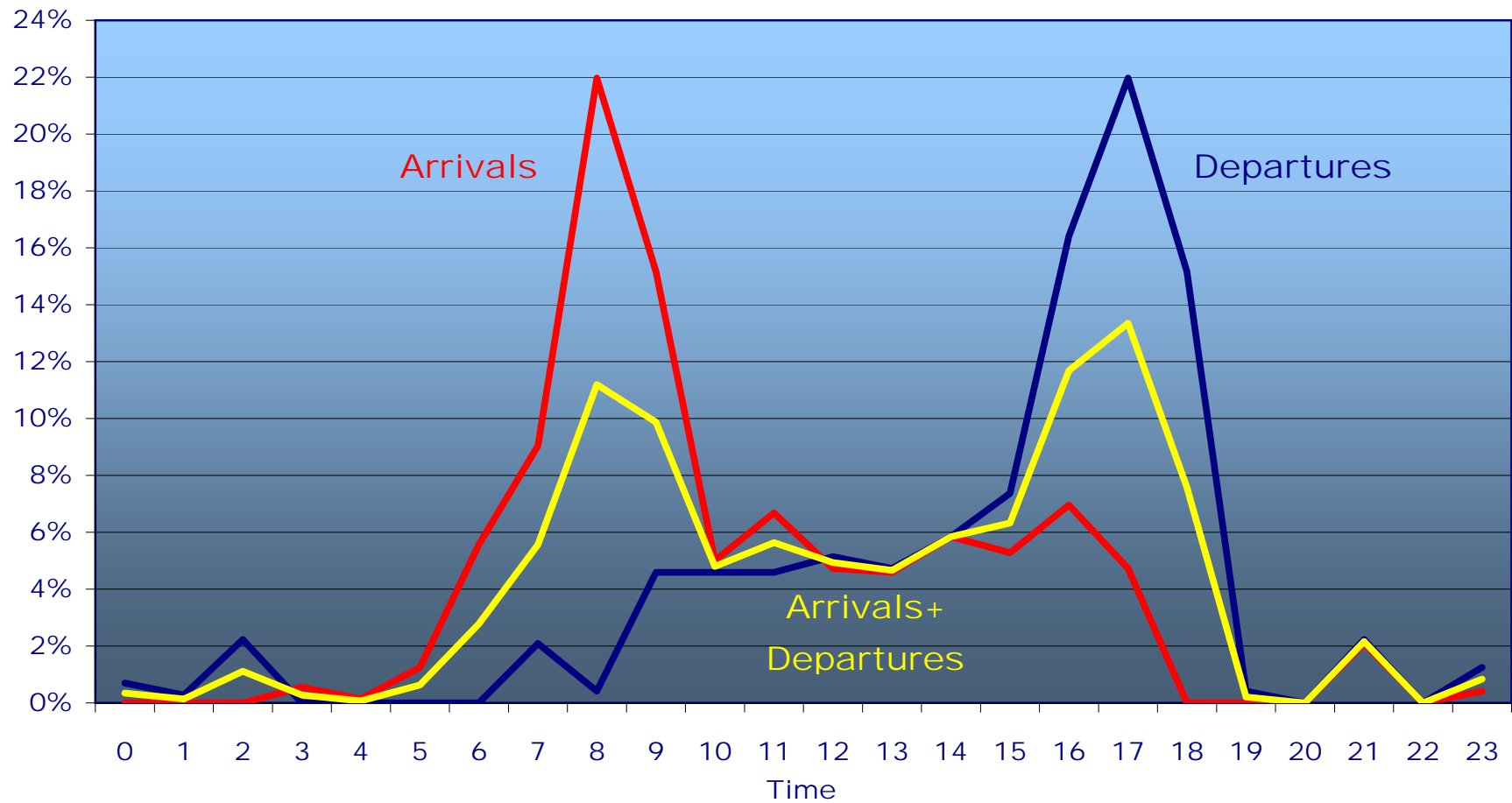
PERSONNEL	Time																							TOTAL	
	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00		23:00
Officers shift starts							20					15					15				15				65
Staff (estimated)							5	15	25	15															60
TOTAL ARRIVE	0	0	0	0	0	0	25	15	25	15	0	15	0	0	0	0	15	0	0	0	0	15	0	0	125
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	12.0%	20.0%	12.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	0.0%	100.0%
Officers shift ends			15					15									20					15			65
Staff Depart (estimated)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15	25	15	0	0	0	0	0	60
TOTAL DEPART	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	5	35	25	15	0	0	15	0	0	125

COMBINED

PERSONNEL	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
Arrive	0	0	0	4	1	9	40	65	125	76	3	15	1	0	9	5	17	1	0	0	0	15	0	3	389
Depart	5	2	16	0	0	0	0	15	3	0	0	0	4	1	9	20	85	125	76	3	0	16	0	9	389
	0.0%	0.0%	0.0%	1.0%	0.3%	2.3%	10.3%	16.7%	32.1%	19.5%	0.8%	3.9%	0.3%	0.0%	2.3%	1.3%	4.4%	0.3%	0.0%	0.0%	0.0%	3.9%	0.0%	0.8%	100.0%

TIME	ARRIVALS						DEPARTURES						TOTAL						Percentage	
	Employees		Visitors		Total		Employees		Visitors		Total		Employees		Visitors		Total		IN	OUT
0:00	0	0.0%	0.0%	0.0%	0	0.0%	5	1.3%	0.0%	0.0%	5	0.7%	5	0.6%	0	0.0%	5	0.3%	0%	100%
1:00	0	0.0%	0.0%	0.0%	0	0.0%	2	0.5%	0.0%	0.0%	2	0.3%	2	0.3%	0	0.0%	2	0.1%	0%	100%
2:00	0	0.0%	0.0%	0.0%	0	0.0%	16	4.1%	0.0%	0.0%	16	2.2%	16	2.1%	0	0.0%	16	1.1%	0%	100%
3:00	4	1.0%	0.0%	0.0%	4	0.6%	0	0.0%	0.0%	0.0%	0	0.0%	4	0.5%	0	0.0%	4	0.3%	100%	0%
4:00	1	0.3%	0.0%	0.0%	1	0.1%	0	0.0%	0.0%	0.0%	0	0.0%	1	0.1%	0	0.0%	1	0.1%	100%	0%
5:00	9	2.3%	0.0%	0.0%	9	1.3%	0	0.0%	0.0%	0.0%	0	0.0%	9	1.2%	0	0.0%	9	0.6%	100%	0%
6:00	40	10.3%	0.0%	0.0%	40	5.6%	0	0.0%	0.0%	0.0%	0	0.0%	40	5.1%	0	0.0%	40	2.8%	100%	0%
7:00	65	16.7%	0.0%	0.0%	65	9.0%	15	3.9%	0.0%	0.0%	15	2.1%	80	10.3%	0	0.0%	80	5.6%	81%	19%
8:00	125	32.1%	33	10.0%	158	22.0%	3	0.8%	0.0%	0.0%	3	0.4%	128	16.5%	33	5.0%	161	11.2%	98%	2%
9:00	76	19.5%	33	10.0%	109	15.2%	0	0.0%	33	10.0%	33	4.6%	76	9.8%	66	10.0%	142	9.9%	77%	23%
10:00	3	0.8%	33	10.0%	36	5.0%	0	0.0%	33	10.0%	33	4.6%	3	0.4%	66	10.0%	69	4.8%	52%	48%
11:00	15	3.9%	33	10.0%	48	6.7%	0	0.0%	33	10.0%	33	4.6%	15	1.9%	66	10.0%	81	5.6%	59%	41%
12:00	1	0.3%	33	10.0%	34	4.7%	4	1.0%	33	10.0%	37	5.1%	5	0.6%	66	10.0%	71	4.9%	48%	52%
13:00	0	0.0%	33	10.0%	33	4.6%	1	0.3%	33	10.0%	34	4.7%	1	0.1%	66	10.0%	67	4.7%	49%	51%
14:00	9	2.3%	33	10.0%	42	5.8%	9	2.3%	33	10.0%	42	5.8%	18	2.3%	66	10.0%	84	5.8%	50%	50%
15:00	5	1.3%	33	10.0%	38	5.3%	20	5.1%	33	10.0%	53	7.4%	25	3.2%	66	10.0%	91	6.3%	42%	58%
16:00	17	4.4%	33	10.0%	50	7.0%	85	21.9%	33	10.0%	118	16.4%	102	13.1%	66	10.0%	168	11.7%	30%	70%
17:00	1	0.3%	33	10.0%	34	4.7%	125	32.1%	33	10.0%	158	22.0%	126	16.2%	66	10.0%	192	13.4%	18%	82%
18:00	0	0.0%	0.0%	0.0%	0	0.0%	76	19.5%	33	10.0%	109	15.2%	76	9.8%	33	5.0%	109	7.6%	0%	100%
19:00	0	0.0%	0.0%	0.0%	0	0.0%	3	0.8%	0.0%	0.0%	3	0.4%	3	0.4%	0	0.0%	3	0.2%	0%	100%
20:00	0	0.0%	0.0%	0.0%	0	0.0%	0	0.0%	0.0%	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0%	0%
21:00	15	3.9%	0.0%	0.0%	15	2.1%	16	4.1%	0.0%	0.0%	16	2.2%	31	4.0%	0	0.0%	31	2.2%	48%	52%
22:00	0	0.0%	0.0%	0.0%	0	0.0%	0	0.0%	0.0%	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0%	0%
23:00	3	0.8%	0.0%	0.0%	3	0.4%	9	2.3%	0.0%	0.0%	9	1.3%	12	1.5%	0	0.0%	12	0.8%	25%	75%
TOTAL	389	100%	330	100%																

SFPD Station and Administration HQ at Mission Bay



Public Safety Building at Mission Bay
 PROJECT TRIP GENERATION - WEEKDAY
 WORK TRIPS - POLICE STATION OFFICERS/FIRE FIGHTERS

DAILY		PM PEAK HOUR	
Total Person-trips:	2,705 person-trips	Total Person-trips:	365 person-trips
Work Trips:	360 person-trips	Work Trips:	49 person-trips

Origins	Distribution [1]	Mode	Percent [2]	AVO [2]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.3%	Auto Transit Walk Other	100.0%	1.00	30 0 0 0	30	4 0 0 0	4
		TOTAL	100.0%		30	30	4	4
Superdistrict 2	10.6%	Auto Transit Walk Other	100.0%	1.00	38 0 0 0	38	5 0 0 0	5
		TOTAL	100.0%		38	38	5	5
Superdistrict 3	23.9%	Auto Transit Walk Other	100.0%	1.00	86 0 0 0	86	12 0 0 0	12
		TOTAL	100.0%		86	86	12	12
Superdistrict 4	7.9%	Auto Transit Walk Other	100.0%	1.00	28 0 0 0	28	4 0 0 0	4
		TOTAL	100.0%		28	28	4	4
East Bay	14.3%	Auto Transit Walk Other	100.0%	1.00	51 0 0 0	51	7 0 0 0	7
		TOTAL	100.0%		51	51	7	7
North Bay	5.6%	Auto Transit Walk Other	100.0%	1.00	20 0 0 0	20	3 0 0 0	3
		TOTAL	100.0%		20	20	3	3
South Bay	26.9%	Auto Transit Walk Other	100.0%	1.00	97 0 0 0	97	13 0 0 0	13
		TOTAL	100.0%		97	97	13	13
Out of Region	2.5%	Auto Transit Walk Other	100.0%	1.00	9 0 0 0	9	1 0 0 0	1
		TOTAL	100.0%		9	9	1	1
TOTAL	100.0%	Auto Transit Walk Other	100.0% 0.0% 0.0% 0.0%	1.00	360 0 0 0	360	49 0 0 0	49
		TOTAL	100.0%		360	360	49	49

Notes:

[1] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All)

Public Safety Building at Mission Bay
 PROJECT TRIP GENERATION - WEEKDAY
 WORK TRIPS - STAFF

DAILY		PM PEAK HOUR	
Total Person-trips:	2,705 person-trips	Total Person-trips:	365 person-trips
Work Trips:	1,645 person-trips	Work Trips:	222 person-trips

Origins	Distribution [1]	Mode	Percent [1]	AVO [1]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.3%	Auto	46.9%	1.30	64	49	9	7
		Transit	32.7%		45		6	
		Walk	17.7%		24		3	
		Other	2.7%		4		0	
		TOTAL	100.0%		137	49	18	7
Superdistrict 2	10.6%	Auto	64.6%	1.26	113	89	15	12
		Transit	26.4%		46		6	
		Walk	6.9%		12		2	
		Other	2.1%		4		0	
		TOTAL	100.0%		174	89	24	12
Superdistrict 3	23.9%	Auto	59.7%	1.25	235	188	32	25
		Transit	20.6%		81		11	
		Walk	15.1%		59		8	
		Other	4.6%		18		2	
		TOTAL	100.0%		393	188	53	25
Superdistrict 4	7.9%	Auto	75.7%	1.48	98	66	13	9
		Transit	21.5%		28		4	
		Walk	0.0%		0		0	
		Other	2.8%		4		0	
		TOTAL	100.0%		130	66	18	9
East Bay	14.3%	Auto	68.8%	1.61	162	101	22	14
		Transit	29.7%		70		9	
		Walk	0.0%		0		0	
		Other	1.5%		4		0	
		TOTAL	100.0%		235	101	32	14
North Bay	5.6%	Auto	86.9%	1.44	80	56	11	8
		Transit	10.5%		10		1	
		Walk	0.0%		0		0	
		Other	2.6%		2		0	
		TOTAL	100.0%		92	56	12	8
South Bay	26.9%	Auto	88.5%	1.13	392	347	53	47
		Transit	8.8%		39		5	
		Walk	0.0%		0		0	
		Other	2.7%		12		2	
		TOTAL	100.0%		443	347	60	47
Out of Region	2.5%	Auto	61.8%	1.56	25	16	3	2
		Transit	35.3%		15		2	
		Walk	0.0%		0		0	
		Other	2.9%		1		0	
		TOTAL	100.0%		41	16	6	2
TOTAL	100.0%	Auto	71.0%	1.28	1,169	912	158	123
		Transit	20.2%		333		45	
		Walk	5.8%		96		13	
		Other	2.9%		48		6	
		TOTAL	100.0%		1,645	912	222	123

Notes:

[1] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All)

Public Safety Building at Mission Bay
 PROJECT TRIP GENERATION - WEEKDAY
 NON-WORK TRIPS

DAILY		PM PEAK HOUR	
Total Person-trips:	2,705 person-trips	Total Person-trips:	365 person-trips
Non-Work Trips:	700 person-trips	Non-Work Trips:	95 person-trips

Origins	Distribution [1]	Mode	Percent [1]	AVO [1]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13.0%	Auto	36.0%	2.03	33	16	4	2
		Transit	19.2%		17		2	
		Walk	33.3%		30		4	
		Other	11.5%		10		1	
		TOTAL	100.0%		91	16	12	2
Superdistrict 2	14.0%	Auto	68.6%	1.97	67	34	9	5
		Transit	14.5%		14		2	
		Walk	2.4%		2		0	
		Other	14.5%		14		2	
		TOTAL	100.0%		98	34	13	5
Superdistrict 3	44.0%	Auto	43.7%	2.43	135	55	18	7
		Transit	21.5%		66		9	
		Walk	25.4%		78		11	
		Other	9.4%		29		4	
		TOTAL	100.0%		308	55	42	7
Superdistrict 4	7.0%	Auto	67.4%	2.51	33	13	4	2
		Transit	16.3%		8		1	
		Walk	7.0%		3		0	
		Other	9.3%		5		1	
		TOTAL	100.0%		49	13	7	2
East Bay	9.0%	Auto	68.4%	2.59	43	17	6	2
		Transit	29.8%		19		3	
		Walk	1.8%		1		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		63	17	9	2
North Bay	1.0%	Auto	100.0%	2.11	7	3	1	0
		Transit	0.0%		0		0	
		Walk	0.0%		0		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		7	3	1	0
South Bay	9.0%	Auto	94.6%	2.28	60	26	8	4
		Transit	3.6%		2		0	
		Walk	1.8%		1		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		63	26	9	4
Out of Region	3.0%	Auto	73.6%	1.68	15	9	2	1
		Transit	21.1%		4		1	
		Walk	0.0%		0		0	
		Other	5.3%		1		0	
		TOTAL	100.0%		21	9	3	1
TOTAL	100.0%	Auto	56.1%	2.26	393	174	53	24
		Transit	18.8%		131		18	
		Walk	16.7%		117		16	
		Other	8.5%		59		8	
		TOTAL	100.0%		700	174	95	24

Notes:

[1] SF Guidelines, Appendix E - Table E-15 Visitor Trips to SD3 (All Other)

APPENDIX B

PARKING DEMAND

Public Safety Building at Mission Bay

PARKING DEMAND CALCULATIONS

PROJECT SIZE

Police Headquarters Bldg.	130,500 sq.ft.
Police Southern Station	27,000 sq.ft.
Fire Station	22,000 sq.ft.
Total	179,500 sq.ft.

MIDDAY DEMAND

Police Headquarters Bldg.	
Short-Term	114 daily visitor vehicle-trips 5.5 turn-over rate 100% of the peak demand ⁽¹⁾ 10 spaces
Long-Term	264 daily employees 100% of the peak demand ⁽¹⁾ 146 spaces
Total	156 spaces

Police Southern Station

Short-Term	50 daily visitor vehicle-trips 5.5 turn-over rate 100% of the peak demand ⁽¹⁾ 5 spaces
Long-Term	65 daily staff employees 100% of the peak demand ⁽¹⁾ 36 spaces 60 daily officers 100% of the peak demand ⁽¹⁾ 60 spaces
Total	101 spaces

Fire Station

Short-Term	10 daily visitor vehicle-trips 5.5 turn-over rate 100% of the peak demand ⁽¹⁾ 1 spaces
Long-Term	15 daily employees 100% of the peak demand ⁽¹⁾ 15 spaces
Total	16 spaces

Total Midday Demand:

Short-Term	16 spaces
Long-Term	257 spaces
TOTAL	273 spaces

EVENING DEMAND

Police Headquarters Bldg.	
Short-Term	114 daily visitor vehicle-trip: 5.5 turn-over rate 80% of the peak demand ⁽²⁾ 8 spaces
Long-Term	264 daily employees 80% of the peak demand ⁽²⁾ 117 spaces
Total	125 spaces

Police Southern Station

Short-Term	50 daily visitor vehicle-trip: 5.5 turn-over rate 80% of the peak demand ⁽²⁾ 4 spaces
Long-Term	65 daily staff employees 80% of the peak demand ⁽²⁾ 29 spaces 60 daily officers 100% of the peak demand ⁽³⁾ 60 spaces
Total	93 spaces

Fire Station

Short-Term	10 daily visitor vehicle-trip: 5.5 turn-over rate 80% of the peak demand ⁽²⁾ 1 spaces
Long-Term	15 daily employees 100% of the peak demand ⁽³⁾ 15 spaces
Total	16 spaces

Total Evening Demand:

Short-Term	13 spaces
Long-Term	221 spaces
TOTAL	234 spaces

Note

(1) Peak midday non-residential parking demand typically occurs between 11 a.m. and 2 p.m.

(2) Evening non-residential parking demand typically represents about 80% of the maximum and typically occurs between 2 and 5 p.m.

(3) Assumes 100% of the parking demand for patrol officers and firefighters

Parking Demand Equations

Short-term:	Number of daily visitor vehicle-trips / 2 / turnover rate
Long-term:	Number of employees on a daily basis x % of employees who drive / average vehicle occupancy

Sources: SF Guidelines , ULI Shared Parking , ITE Shared Parking Planning Guidelines, SF Planning Code

APPENDIX C

POLICE AND FIRE STATION STUDIES

Public Safety Building at Mission Bay
PROJECT TRIP GENERATION SUMMARY

POLICE FACILITIES

San Mateo, CA	Proposed	45,000 sq.ft.	195 employees	231 sq.ft./empl.	590 daily veh.trips 51 AM veh.trips 88 PM veh.trips	9% % daily 15% % daily	3.03 daily veh.trips/empl 0.26 AM veh.trips/empl 0.45 PM veh.trips/empl	13.11 daily veh.trips/ksq.ft. 1.13 AM veh.trips/ksq.ft. 1.96 PM veh.trips/ksq.ft.	10 20% in 33 38% in	41 80% out 55 63% out
Mammoth Lakes, CA	Existing	12,000 sq.ft.	27 employees	444 sq.ft./empl.	264 daily veh.trips 28 AM veh.trips 27 PM veh.trips	11% % daily 10% % daily	9.78 daily veh.trips/empl 1.04 AM veh.trips/empl 1.00 PM veh.trips/empl	22.00 daily veh.trips/ksq.ft. 2.33 AM veh.trips/ksq.ft. 2.25 PM veh.trips/ksq.ft.	14 52% in	13 48% out
Los Gatos, CA	Proposed	11,000 sq.ft.	23 employees	478 sq.ft./empl.	118 daily veh.trips 15 AM veh.trips 20 PM veh.trips	13% % daily 17% % daily	5.13 daily veh.trips/empl 0.65 AM veh.trips/empl 0.87 PM veh.trips/empl	10.73 daily veh.trips/ksq.ft. 1.36 AM veh.trips/ksq.ft. 1.82 PM veh.trips/ksq.ft.	7 47% in 8 40% in	8 53% out 12 60% out
AVERAGE		22,700 sq.ft.	80 employees	284 sq.ft./empl.	330 daily veh.trips 33 AM veh.trips 45 PM veh.trips	10.0% % daily 13.6% % daily	4.13 daily veh.trips/empl 0.41 AM veh.trips/empl 0.56 PM veh.trips/empl	14.54 daily veh.trips/ksq.ft. 1.45 AM veh.trips/ksq.ft. 1.98 PM veh.trips/ksq.ft.	9 26% in 18 41% in	25 74% out 27 59% out

FIRE STATION

Scotts Valley, CA	Proposed	12,000 sq.ft.	11 employees	1,091 sq.ft./empl.	100 daily veh.trips 14 AM veh.trips 10 PM veh.trips	14% % daily 10% % daily	9.09 daily veh.trips/empl 1.27 AM veh.trips/empl 0.91 PM veh.trips/empl	8.33 daily veh.trips/ksq.ft. 1.17 AM veh.trips/ksq.ft. 0.83 PM veh.trips/ksq.ft.	9 64% in 2 20% in	5 36% out 8 80% out
Gainesville, FL	Proposed	N/A sq.ft.	5 employees	N/A sq.ft./empl.	27 daily veh.trips		5.40 daily veh.trips/empl			
AVERAGE		12,000 sq.ft.	10 employees	1,200 sq.ft./empl.	70 daily veh.trips 14 AM veh.trips 10 PM veh.trips	20.0% % daily 14.3% % daily	7.00 daily veh.trips/empl 1.40 AM veh.trips/empl 1.00 PM veh.trips/empl	5.83 daily veh.trips/ksq.ft. 1.17 AM veh.trips/ksq.ft. 0.83 PM veh.trips/ksq.ft.	9 64% in 2 20% in	5 36% out 8 80% out

APPENDIX D

1998 MISSION BAY FINAL SEIR

FINAL

MISSION BAY SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

City and County of San Francisco Planning Department ♦ San Francisco Redevelopment Agency

Planning Department File No. 96.771E

San Francisco Redevelopment Agency Case No. ER 919-97

State Clearinghouse No. 97092068

Draft SEIR Publication Date: April 11, 1998

Draft SEIR Public Hearing Date: May 12, 1998

Draft SEIR Public Comment Period: April 11, 1998 to June 9, 1998

Final SEIR Certification Date: September 17, 1998

VOLUME I PROJECT DESCRIPTION, SETTING, AND IMPACT ANALYSIS

- Indicates material that is new or has been revised since publication of the Draft SEIR.

This report has been prepared on post-consumer recycled paper.

TABLE III.A.1
SUMMARY OF PROPOSED MISSION BAY DEVELOPMENT BY LAND USE /a/

Land Use	Mission Bay North Redevelopment Area	Mission Bay South Redevelopment Area	Grand Total /b/
Residential (dwelling units)	3,000	3,090	6,090 /c/
Commercial Industrial and Office (gross sq. ft.)	0	5,557,000	5,557,000
UCSF (gross sq. ft.)	0	2,650,000	2,650,000
Retail			
Entertainment-Oriented Retail (gross sq. ft.)	389,000	56,000	445,000
City-Serving Retail (gross sq. ft.)	222,000	583,000	805,000
Neighborhood-Serving Retail (gross sq. ft.)	56,000	201,000	257,000
Hotel (rooms)	0	500	500
Public Open Space (acres)	6	41 /d/	47
Public Facilities (acres)/e/	1.5 /f/	3.7 /f/	5.2

Notes:

- a. Parking is not included in the gross square footage totals given for each land use. Maximum parking allowances are outlined in this section under "Parking and Loading" under "Redevelopment Plans and Proposed Land Uses," and are discussed in Table V.E.17 and "Parking Impacts" in Section V.E, Transportation: Impacts.
- b. The conceptual agreements between the City and Catellus do not cover those portions of the proposed Redevelopment Areas not owned by Catellus. The components of the proposed development program summarized in the Grand Total that are not on land owned by Catellus consist of 90 dwelling units along Third Street, 310,000 gross sq. ft. of City-serving retail on the Castle Metals site, and 250,000 gross sq. ft. of city-serving retail on the Esprit site.
- c. Of the 3,000 dwelling units north of the Channel, 20% would be affordable units. Of the 3,090 dwelling units south of the Channel, the Redevelopment Agency would seek non-profit developers to build approximately 1,100 affordable units, i.e., 37%.
- d. The 41 acres of public open space in Mission Bay South includes about 8 acres of open space on the proposed UCSF site.
- e. The existing Channel Pump Station in Mission Bay North is on about 1.5 acres; the site is not proposed for redevelopment.
- f. In addition to the acreages shown in the tables, land under the I-280 that is not otherwise designated Public Open Space would be designated Public Facilities.

Source: Catellus Development Corporation and San Francisco Redevelopment Agency.

and Zoning Map would be amended to conform with the proposed Redevelopment Plans; the *Mission Bay Plan*, Part II of the *Central Waterfront Area Plan*, would be rescinded. The UCSF site would be developed by The Regents as described in the UCSF 1996 *Long Range Development Plan* (LRDP)/3/, and as analyzed in the UCSF LRDP Final EIR./4/

The project sponsors are the San Francisco Redevelopment Agency (Redevelopment Agency) and Catellus Development Corporation (Catellus). The public/private cooperative effort has several

TABLE III.A.2
PROPOSED MISSION BAY DEVELOPMENT BY REDEVELOPMENT PLAN LAND USE DESIGNATIONS/a/

Land Use Designation	Mission Bay North Redevelopment Area	Mission Bay South Redevelopment Area	Grand Total/b/
Mission Bay Residential			
Dwelling Units/c/	1,920	3,090 /b/	5,010
Neighborhood-serving Retail (gross sq. ft.)	56,000	111,000	167,000
Mission Bay North Retail			
Entertainment-oriented Commercial (gross sq. ft.)	389,000	0	389,000
City-serving Retail (gross sq. ft.)	222,000	0	222,000
Dwelling Units /c/	1,080	0	1,080
Hotel			
Hotel (rooms)	0	500	500
Entertainment-oriented Commercial (gross sq. ft.)	0	56,000	56,000
UCSF Site/d/			
UCSF uses (gross sq. ft.)	0	2,650,000	2,650,000
City School Site (acres)	0	2.2	2.2
Open Space (acres)	0	8	8
Commercial Industrial			
Commercial Industrial (gross sq. ft.)	0	4,163,000	4,163,000
Neighborhood-serving Retail (gross sq. ft.)	0	58,400	58,400
Commercial Industrial / Retail			
Commercial Industrial (gross sq. ft.)		1,394,000	1,394,000
Neighborhood-serving Retail (gross sq. ft.)		31,600	31,600
City-serving Retail (gross sq. ft.)		23,000	23,000
Mission Bay South Retail			
City-serving Retail (gross sq. ft.)	0	560,000 /b/	560,000
Public Facilities (acres, excluding City school site) /f/	1.5 /e/	1.5	3.0
Public Open Space (acres, excluding UCSF)	6	33	39

Notes:

- The locations of the proposed land use designations are shown in Figure III.B.3. Parking is not included in the gross square footage totals given for each land use. Maximum parking allowances are outlined in this section in "Parking and Loading," under "Redevelopment Plans and Proposed Land Uses," and are discussed in Table V.E.17 and "Parking Impacts" in Section V.E, Transportation: Impacts.
- The conceptual agreements between the City and Catellus do not cover portions of the proposed Redevelopment Areas not owned by Catellus. The components of the proposed development program summarized in the Grand Total that are not on land owned by Catellus consist of 90 dwelling units along Third Street, 310,000 gross sq. ft. of city-serving retail on the Castle Metals site, and 250,000 gross sq. ft. of city-serving retail on the Esprit site.
- Of the 3,000 dwelling units north of the Channel, 20% would be affordable units. Of the 3,090 dwelling units south of the Channel, the Redevelopment Agency would select non-profit developers to build approximately 1,100 affordable units.
- Refer to Table III.B.1 for details on the UCSF development program.
- The existing Channel Pump Station, on 1.5 acres of city-owned land, is not proposed for development.
- In addition to the acreages shown in the tables, land under I-280 that is not otherwise designated Public Open Space would be designated Public Facilities.

Source: Catellus Development Corporation and San Francisco Redevelopment Agency.

**TABLE V.E.6
DAILY AND P.M. PEAK HOUR PERSON TRIPS BY LAND USE TYPE**

Project Areas	Land Use Type	Land Use Intensity	Land Use Unit /a/	Daily Trips	P.M. Peak Hour Trips
Mission Bay North	Retail	423	ksq. ft.	60,112	2,404
	Restaurant	100	ksq. ft.	19,272	2,602
	Residential	3,000	d.u.	25,200	4,360
	Movie Theater	25	screens	22,089	1,664
	<i>Subtotal</i>			<i>126,673</i>	<i>11,029</i>
Mission Bay South					
Central Subarea	Retail	167	ksq. ft.	21,787	871
	Hotel	500	rooms	3,325	316
	Residential	3,090	d.u.	26,141	4,522
	<i>Subtotal</i>			<i>51,253</i>	<i>5,710</i>
East Subarea	Office	1,476	ksq. ft.	24,868	2,760
	Retail	67	ksq. ft.	8,741	350
	R & D	1,476	ksq. ft.	10,776	1,724
	Large Retail	273	ksq. ft.	26,118	2,351
	<i>Subtotal</i>			<i>70,503</i>	<i>7,185</i>
West Subarea	Office	1,302	ksq. ft.	21,945	2,436
	Retail	23	ksq. ft.	3,001	120
	R & D	1,305	ksq. ft.	9,509	1,521
	Large Retail	310	ksq. ft.	29,658	2,669
	<i>Subtotal</i>			<i>64,112</i>	<i>6,747</i>
UCSF Subarea	UCSF	2,650	ksq. ft.	20,180/b/	2,754
	School	500	students	1,484	74
	<i>Subtotal</i>			<i>21,664</i>	<i>2,828</i>
Total Mission Bay North				126,673	11,029
Total Mission Bay South				207,533	22,469
TOTAL PROJECT				334,205	33,499

Notes:

- ksq. ft. = thousand square feet; d.u. = dwelling units; rooms = hotel guest rooms
- As noted in the *UCSF Long Range Development Plan FEIR*, about 10% of these trips would be internal trips (see Table 12-1, p. 306). This correlates with the overall assumption that about 10% of the total person trips would be internal trips as explained in "Multi-Use Development Capture Rates" under "Methodology," in Appendix D.

Source: Wilbur Smith Associates.

TABLE V.E.7
PERSON TRIPS BY LAND USE TYPE AND BY MODE

Project Areas	Land Use Type	Daily Person Trips				P.M. Peak Hour Person Trips			
		Mode of Travel				Mode of Travel			
		Auto	Transit	Walk/Other	Total	Auto	Transit	Walk/Other	Total
Mission Bay North	Retail	35,631	13,873	10,608	60,112	1,425	555	424	2,404
	Restaurant	13,052	4,376	1,843	19,271	1,762	591	249	2,602
	Residential	12,948	5,682	6,570	25,200	2,240	983	1,137	4,360
	Movie Theater	12,079	6,955	3,054	22,088	910	524	230	1,664
	Subtotal	73,710	30,886	22,075	126,671	6,337	2,653	2,040	11,030
Mission Bay South									
Central Subarea	Retail	14,425	2,888	4,474	21,787	577	116	179	872
	Hotel	2,661	424	239	3,324	253	40	23	316
	Residential	14,535	5,661	5,945	26,141	2,515	979	1,029	4,523
	Subtotal	31,621	8,973	10,658	51,252	3,345	1,135	1,230	5,711
East Subarea	Office	15,797	5,568	3,503	24,868	1,753	618	389	2,760
	Retail	5,787	1,159	1,795	8,741	231	46	72	349
	R & D	6,845	2,413	1,518	10,776	1,095	386	243	1,724
	Large Retail	23,127	2,991	0	26,118	2,081	269	0	2,350
	Subtotal	51,556	12,131	6,816	70,503	5,160	1,319	704	7,183
West Subarea	Office	13,940	4,914	3,091	21,945	1,547	545	343	2,435
	Retail	1,987	398	616	3,001	79	16	25	120
	R & D	6,041	2,129	1,340	9,510	966	341	214	1,521
	Large Retail	26,262	3,396	0	29,658	2,364	306	0	2,670
	Subtotal	48,230	10,837	5,047	64,114	4,956	1,208	582	6,746
UCSF Subarea	UCSF	12,464	4,322	3,394	20,180/a/	1,870	648	236	2,754
	School	968	287	229	1,484	48	14	11	73
	Subtotal	13,432	4,609	3,623	21,664	1,918	662	247	2,827
Total Mission Bay North		73,710	30,886	22,075	126,671	6,337	2,653	2,040	11,030
Total Mission Bay South		144,839	36,550	26,144	207,533	15,379	4,325	2,764	22,467
TOTAL PROJECT		218,549	67,436	48,219	334,204	21,716	6,977	4,804	33,497

Notes:

- a. As noted in the *UCSF Long Range Development Plan FEIR*, about 10% of these trips would be internal trips (see Table 12-1, p. 306). This correlates with the overall assumption that about 10% of the total person trips would be internal trips as explained in "Multi-Use Development Capture Rates" under "Methodology," in Appendix D.

Source: Wilbur Smith Associates.

TABLE V.E.8
P.M. PEAK HOUR VEHICLE TRIPS BY LAND USE TYPE

Project Areas	Land Use Type	Land Use Intensity	Land Use Units /a/	P.M. Peak Hour Vehicle Trips		
				In	Out	Total
Mission Bay North	Retail	423	ksq. ft.	257	302	559
	Restaurant	100	ksq. ft.	273	320	593
	Residential	3,000	d.u.	1,277	643	1,920
	Movie Theater	25	screens	300	97	397
	<i>Subtotal</i>			<i>2,107</i>	<i>1,362</i>	<i>3,469</i>
Mission Bay South Central Subarea	Retail	167	ksq. ft.	136	160	296
	Hotel	500	rooms	36	95	131
	Residential	3,090	d.u.	1,436	724	2,160
	<i>Subtotal</i>			<i>1,608</i>	<i>979</i>	<i>2,587</i>
East Subarea	Office	1,476	ksq. ft.	113	1,219	1,332
	Retail	90	ksq. ft.	55	64	119
	R & D	1,476	ksq. ft.	71	761	832
	Large Retail	250	ksq. ft.	489	574	1,063
	<i>Subtotal</i>			<i>728</i>	<i>2,618</i>	<i>3,346</i>
West Subarea	Office	1,302	ksq. ft.	100	1,075	1,175
	Retail	23	ksq. ft.	19	22	41
	R & D	1,305	ksq. ft.	62	672	734
	Large Retail	310	ksq. ft.	555	652	1,207
	<i>Subtotal</i>			<i>736</i>	<i>2,421</i>	<i>3,157</i>
UCSF Subarea	UCSF	2,650	ksq. ft.	243	1,379	1,622
	School	500	students	8	18	26
	<i>Subtotal</i>			<i>251</i>	<i>1,397</i>	<i>1,648</i>
Total Mission Bay North				2,107	1,362	3,469
Total Mission Bay South				3,323	7,415	10,738
TOTAL PROJECT				5,430	8,777	14,207

Notes:

a. ksq. ft. = thousand square feet; d.u. = dwelling units; rooms = hotel guest rooms

Source: Wilbur Smith Associates.

FINAL

MISSION BAY SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

City and County of San Francisco Planning Department ♦ San Francisco Redevelopment Agency

Planning Department File No. 96.771E

San Francisco Redevelopment Agency Case No. ER 919-97

State Clearinghouse No. 97092068

Draft SEIR Publication Date: April 11, 1998

Draft SEIR Public Hearing Date: May 12, 1998

Draft SEIR Public Comment Period: April 11, 1998 to June 9, 1998

Final SEIR Certification Date: September 17, 1998

VOLUME II SETTING AND IMPACT ANALYSIS (CONTINUED FROM VOLUME I)

- Indicates material that is new or has been revised since publication of the Draft SEIR.

This report has been prepared on post-consumer recycled paper.

TABLE VII.G.1 ●
SUMMARY OF PROPOSED DEVELOPMENT BY LAND USE /a/
PROJECT WITH COMBINATION OF VARIANTS
CURRENTLY UNDER CONSIDERATION BY THE PROJECT SPONSORS

Land Use	Mission Bay North Redevelopment Area	Mission Bay South Redevelopment Area	Grand Total /b/
Residential (dwelling units)	3,000	3,090	6,090/c/
Commercial Industrial and Office (gross sq. ft.)	0	6,621,000	6,621,000
UCSF (gross sq. ft.)	0	2,650,000	2,650,000
Retail			
Entertainment-Oriented Retail (gross sq. ft.)	389,000	56,000	445,000
City-Serving Retail (gross sq. ft.)	111,000	128,000	239,000
Neighborhood-Serving Retail (gross sq. ft.)	56,000	201,000	257,000
Hotel (rooms)	0	500	500
Public Open Space (acres)/d/	6	41/e/	47
Public Facilities (acres)	1.5 /f/	3.7/g/	5.2

Notes:

- a. Parking is not included in the gross square footage totals given for each land use. Maximum parking allowances are outlined in this section under "Parking and Loading" under "Redevelopment Plans and Proposed Land Uses," and are discussed in Table V.E.17 and "Parking Impacts" in Section V.E, Transportation: Impacts, pp. V.E.95-V.E.101.
- b. The conceptual agreements between the City and Catellus do not cover those portions of the proposed Redevelopment Areas not owned by Catellus. The components of the proposed development program summarized in the Grand Total that are not on land owned by Catellus consist of 90 dwelling units along Third Street, 604,000 gross sq. ft. of commercial/industrial and 50,000 gross sq. ft. of City-serving retail on the Castle Metals site, and 460,000 gross sq. ft. of commercial/industrial/retail and 40,000 city-serving retail on the Esprit site.
The changes from the proposed project include the reduction of 111,000 gross sq. ft. of city-serving retail in Mission Bay North and 455,000 gross sq. ft. in Mission Bay South, for a total reduction of 566,000 gross sq. ft.; the addition of 1,064,000 gross sq. ft. of Commercial Industrial and Office space in Mission Bay South; and the addition of the 15,000-gross-sq.-ft. commercial building in the open space near Pier 64.
- c. Of the 3,000 dwelling units north of the Channel, 20% would be affordable units. Of the 3,090 dwelling units south of the Channel, the Redevelopment Agency would seek non-profit developers to build approximately 1,100 affordable units, i.e., 37%.
- d. Additionally, approximately 2 more acres of public open space would be developed by Catellus on adjacent port property outside of the Project Area as an expanded bayfront open space area.
- e. The 41 acres of public open space in Mission Bay South includes about 8 acres of open space on the proposed UCSF site.
- f. The existing Channel Pump Station in Mission Bay North is on about 1.5 acres; the site is not proposed for redevelopment.
- g. In addition to the acreages shown in the tables, land under the I-280 elevated freeway that is not otherwise designated Public Open Space would be designated Public Facilities.

Source: Catellus Development Corporation and San Francisco Redevelopment Agency.

TABLE VII.G.2 ●
PROJECT WITH COMBINATION OF VARIANTS
LAND USE DESIGNATIONS/a/

Land Use Designation	Mission Bay North Redevelopment Area	Mission Bay South Redevelopment Area	Grand Total/b/
Mission Bay Residential			
Dwelling Units/c/	1,920	3,090 /b/	5,010
Neighborhood-serving Retail (gross sq. ft.)	56,000	111,000	167,000
Mission Bay North Retail			
Entertainment-oriented Commercial (gross sq. ft.)	389,000	0	389,000
City-serving Retail (gross sq. ft.)/d/	111,000	0	111,000
Dwelling Units /c/	1,080	0	1,080
Hotel			
Hotel (rooms)	0	500	500
Entertainment-oriented Commercial (gross sq. ft.)	0	56,000	56,000
UCSF Site/e/			
UCSF uses (gross sq. ft.)	0	2,650,000	2,650,000
City School Site (acres)	0	2.2	2.2
Open Space (acres)	0	8	8
Commercial Industrial			
Commercial Industrial (gross sq. ft.)	0	4,163,000	4,163,000
Neighborhood-serving Retail (gross sq. ft.)	0	58,400	58,400
Commercial Industrial / Retail			
Commercial Industrial (gross sq. ft.)/d/	0	2,458,000	2,458,000
Neighborhood-serving Retail (gross sq. ft.)	0	31,600	31,600
City-serving Retail (gross sq. ft.)/d/	0	128,000	128,000
Mission Bay South Retail /d/			
City-serving Retail (gross sq. ft.)	0	0	0
Public Facilities (acres, excluding City school site) /g/	1.5 /f/	1.5	3.0
Public Open Space (acres, excluding UCSF)/h/	6	33	39

Notes:

- The locations of the proposed land use designations are shown in Figure VII.G.1. Parking is not included in the gross square footage totals given for each land use. Maximum parking allowances are outlined in this section in "Parking and Loading," under "Redevelopment Plans and Proposed Land Uses," and are discussed in Table V.E.17 and "Parking Impacts" in Section V.E, Transportation: Impacts.
- The conceptual agreements between the City and Catellus do not cover portions of the proposed Redevelopment Areas not owned by Catellus. The components of the proposed development program summarized in the Grand Total that are not on land owned by Catellus consist of 90 dwelling units along Third Street, 560,000 gross sq. ft. of Commercial Industrial and 50,000 gross sq. ft. of city-serving retail on the Castle Metals site, 44,000 gross sq. ft. of Commercial Industrial on the three small parcels at the northeastern corner of the Castle Metals site, and 460,000 gross sq. ft. of Commercial Industrial and 40,000 gross sq. ft. of city-serving retail on the Esprit site.
- Of the 3,000 dwelling units north of the Channel, 20% would be affordable units. Of the 3,090 dwelling units south of the Channel, the Redevelopment Agency would select developers to build approximately 1,100 affordable units.
- The changes from the project in gross floor area would be as follows: a reduction of 111,000 gross sq. ft. in Mission Bay North City Serving Retail; the addition of 1,169,000 gross sq. ft. of Commercial Industrial/Retail, of which 1,064,000 gross sq. ft. would be Commercial Industrial and 105,000 gross sq. ft. would be Retail; and the reduction of 560,000 gross sq. ft. of Mission Bay South Retail (thereby eliminating that land use designation).
- Refer to Table III.B.1 for details on the UCSF development program.
- The existing Channel Pump Station, on 1.5 acres of city-owned land, is not proposed for development.
- In addition to the acreages shown in the tables, land under I-280 that is not otherwise designated Public Open Space would be designated Public Facilities.
- Approximately 2 more acres of public open space would be developed on adjacent port property outside of the Project Area as an expanded bayfront open space area.

Source: Catellus Development Corporation and San Francisco Redevelopment Agency.

project. The reduced retail development associated with no Berry Street crossing would reduce building massing on the northeastern-most block of the Project Area.

● **Transportation**

- Roadway modifications under this combination of variants include the realignment of Terry A. François Boulevard to the west to provide open space closer to the waterfront. There would be no at-grade rail crossing at Berry Street, and Berry Street would be extended around the end of China Basin Channel to intersect with The Common immediately east of the Caltrain tracks. These roadway modifications would provide emergency access from Seventh Street by crossing the median between South and North Common Streets. They would provide direct egress from Mission Bay North's west end to Seventh Street. They would also provide fairly direct access from Mission Bay South to Mission Bay North that would not be dependent on bridges. Pertinent land use changes are discussed above under "Description."
- In summary, these land use changes would change p.m. peak hour trip generation as follows: 2,765 fewer person trips; 1,150 fewer vehicle trips (in- and outbound); fewer inbound transit trips but 40 more outbound transit trips; 10 more inbound and 200 more outbound bicycle and pedestrian trips. The 2,765 fewer p.m. peak hour person trips under this combination of variants would be a reduction of approximately 8% in comparison to the proposed project. Table VII.G.3 compares the p.m. peak hour person trip generation from this combination with that of the project.

TABLE VII.G.3 ●
PM PEAK HOUR PERSON TRIP GENERATION IN 2015
COMBINATION OF VARIANTS COMPARED WITH PROJECT

Area	Project	Combination of Variants	Difference
Mission Bay North	11,030	10,710	-320
Mission Bay South	22,470	20,025	-2,445
Total	33,500	30,735	-2,765

Source: Wilbur Smith Associates

APPENDIX E

2008 UCSF MEDICAL CENTER AT MB FEIR

UCSF MEDICAL CENTER AT MISSION BAY

Final Environmental Impact Report

State Clearinghouse No. 2008012075

Prepared for
University of California San Francisco

August 2008

Changes from the Draft EIR text are indicated by a dot (●)
in the left margin.

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TABLE 3-2
UCSF MEDICAL CENTER AT MISSION BAY PROPOSED DEVELOPMENT BY PHASE

	GSF^a	ASF^b	RSF^c
LRDP Phase (289 bed Hospital)			
Hospital	621,000	473,081	558,900
Outpatient Building (incl. HSB)	213,500	147,761	192,150
Cancer Outpatient Building	123,000	72,781	110,700
Energy Center	36,000	n/a ^d	32,400
Parking spaces: 476 in surface, 600 in parking structure			
LRDP Phase Total	993,500		894,150
Parking: 1,075			
Future Phase (261 bed Hospital)	793,500	tbd^e	714,150
Parking: + 225–925			
TOTAL (550-bed Hospital)	1,787,000		1,608,300
Parking: 1,300–2,000			

^a GSF = gross square feet

^b ASF = assignable square feet -- used for UCSF space assignments

^c RSF = rentable square feet -- used to define entitlement of SFRA Mission Bay Plan development

^d n/a = not applicable

^e tbd = to be determined

SFRA entitlement for Blocks 36-39 is 1,020,000 rentable square feet

SFRA entitlement for Block X3 is 588,300 rentable square feet

SOURCE: UCSF Campus Planning, 2008

TABLE 3-3
UCSF MEDICAL CENTER AT MISSION BAY PROJECTED POPULATION

Population	LRDP Phase GSF^a	Future Phase ASF^b	Total RSF^c
Staff	923	973	1,896
House Staff / Intern / Student	172	156	328
Patients, Visitors and Vendors	4,036	3,409	7,445
Total	5,131	4,538	9,669

^a GSF = gross square feet

^b ASF = assignable square feet -- used for UCSF space assignments

^c RSF = rentable square feet -- used to define entitlement of SFRA Mission Bay Plan development

SOURCE: UCSF Campus Planning, 2008

**TABLE 4.6-4
PERSON-TRIP GENERATION RATES**

Population Group	Weekday Daily Person Trip Rate^a	Weekday PM Peak Hour Trip Rate (Percent of Total Daily Trips)
Physician/Faculty	2.23	12%
Hospital Staff	2.23	23%
House Staff/Intern/Student	2.23	13%
Hospital Patients	2.00	9%
Visitors to Patients	2.00	7%
Outpatients	2.00	9%
Visitors to Outpatients	2.00	9%
Visitors to Hospital/Outpatient Staff	2.00	7%
Vendors to Hospital/Outpatient Staff	2.00	10%

^a Daily person trips per physician, staff, student, patient, visitor and vendor taken from 2005 LRDP Amendment #2 EIR (2005)

SOURCE: Adavant Consulting, 2008

**TABLE 4.6-5
WEEKDAY DAILY PERSON TRIPS**

Population Group	LRDP Phase	Future Phase
Physician/Faculty	622	1,153
Hospital Staff	1,405	3,011
House Staff/Intern/Student	415	796
<i>Subtotal Faculty/Staff/Students</i>	<i>2,442</i>	<i>4,960</i>
Hospital Patients	492	936
Visitors to Patients	1,230	2,340
Outpatients	3,120	5,676
Visitors to Outpatients	3,120	5,676
Visitors to Hospital / Outpatient Staff	78	188
Vendors to Hospital / Outpatient Staff	32	74
<i>Subtotal Patients/Visitors</i>	<i>8,072</i>	<i>14,890</i>
TOTAL	10,514	19,850
Current Totals Compared to Totals analyzed in the 2005 EIR	-4,306	-4,685

SOURCE: Adavant Consulting, 2008

**TABLE 4.6-6
WEEKDAY PM PEAK-HOUR PERSON TRIPS**

Population Group	LRDP Phase	Future Phase
Physician/Faculty	75	138
Hospital Staff	323	693
House Staff/Intern/Student	54	103
<i>Subtotal Faculty/Staff/Students</i>	<i>452</i>	<i>934</i>
Hospital Patients	89	168
Visitors to Patients	111	211
Outpatients	218	397
Visitors to Outpatients	281	511
Visitors to Hospital / Outpatient Staff	7	17
Vendors to Hospital / Outpatient Staff	2	5
<i>Subtotal Patients/Visitors</i>	<i>708</i>	<i>1,309</i>
TOTAL	1,160	2,243
Current Totals Compared to Total analyzed in the 2005 EIR	-724	-926

SOURCE: Adavant Consulting, 2008

**TABLE 4.6-7
TRIP DISTRIBUTION^a**

Geographic Region	Percentage
San Francisco	61
North Bay	^b
East Bay	10
South Bay	29
Total	100

^a Based on 2005 LRDP Amendment #2 EIR data

^b North Bay percentage of 2% included in San Francisco geographic region

SOURCE: Adavant Consulting, 2008

**TABLE 4.6-8
MODE CHOICE ALLOCATION^a**

Population Group	Drive Alone	Drop Off	Car-pool	Van-pool	Muni	Other Transit	Bike/Motor-cycle	Walk
Physician/Faculty	59%	5%	11%	4%	6%	7%	2%	6%
Hospital Staff	36%	5%	15%	9%	21%	5%	2%	7%
House Staff/Intern/Student	36%	5%	15%	9%	21%	5%	2%	7%
Hospital Patients	36%	5%	15%	9%	21%	5%	2%	7%
Visitors to Patients	59%	5%	11%	4%	6%	7%	2%	6%
Outpatients	36%	5%	15%	9%	21%	5%	2%	7%
Visitors to Outpatients	36%	5%	15%	9%	21%	5%	2%	7%
Visitors to Hospital/Outpatient Staff	59%	5%	11%	4%	6%	7%	2%	6%
Vendors to Hospital/Outpatient Staff	100%	0%	0%	0%	0%	0%	0%	0%

^a Based on transportation surveys conducted at Parnassus Heights in 1992 and 1999, and Mission Bay SEIR data.

SOURCE: Adavant Consulting, 2008

**TABLE 4.6-9
WEEKDAY DAILY PERSON TRIPS BY MODE OF TRANSPORTATION – LRDP PHASE**

Population Group	Drive Alone	Drop Off	Car-pool	Van-pool	Muni	Other Transit	Bike/Motor-cycle	Walk	Total ^a
Physician/Faculty	367	31	68	25	37	44	12	37	621
Hospital Staff	506	70	211	126	295	70	28	98	1,404
House Staff/Intern/Student	149	21	62	37	87	21	8	29	414
<i>Subtotal Faculty/Staff/Students</i>	<i>1,022</i>	<i>122</i>	<i>341</i>	<i>189</i>	<i>419</i>	<i>135</i>	<i>49</i>	<i>165</i>	<i>2,442</i>
Hospital Patients	177	25	74	44	103	25	10	34	492
Visitors to Patients	726	62	135	49	74	86	25	74	1,231
Outpatients	1,123	156	468	281	655	156	62	218	3,119
Visitors to Outpatients	1,123	156	468	281	655	156	62	218	3,119
Visitors to Hospital/Outpatient Staff	46	4	9	3	5	5	2	5	79
Vendors to Hospital/Outpatient Staff	32	0	0	0	0	0	0	0	32
<i>Subtotal Patients/Visitors</i>	<i>3,227</i>	<i>402</i>	<i>1,154</i>	<i>658</i>	<i>1,492</i>	<i>428</i>	<i>161</i>	<i>550</i>	<i>8,072</i>
TOTAL	4,249	524	1,495	847	1,912	563	210	714	10,514
Current Totals Compared to Total analyzed in the 2005 EIR	-1,841	-209	-591	-330	-740	-227	-83	-284	-4,305

^a – Values are rounded. Minor differences in numbers between tables are due to rounding.

SOURCE: Adavant Consulting, 2008

**TABLE 4.6-10
WEEKDAY DAILY PERSON TRIPS BY MODE OF TRANSPORTATION – FUTURE PHASE**

Population Group	Drive Alone	Drop Off	Car-pool	Van-pool	Muni	Other Transit	Bike/Motor-cycle	Walk	Total ^a
Physician/Faculty	680	58	127	46	69	81	23	69	1,153
Hospital Staff	1,084	151	452	271	632	151	60	211	3,012
House Staff/Intern/Student	287	40	119	72	167	40	16	56	797
<i>Subtotal Faculty/Staff/Students</i>	<i>2,051</i>	<i>248</i>	<i>698</i>	<i>389</i>	<i>869</i>	<i>271</i>	<i>99</i>	<i>336</i>	<i>4,961</i>
Hospital Patients	337	47	140	84	197	47	19	66	937
Visitors to Patients	1,381	117	257	94	140	164	47	140	2,340
Outpatients	2,043	284	851	511	1,192	284	114	397	5,676
Visitors to Outpatients	2,043	284	851	511	1,192	284	114	397	5,676
Visitors to Hospital/Outpatient Staff	111	9	21	8	11	13	4	11	188
Vendors to Hospital/Outpatient Staff	74	0	0	0	0	0	0	0	74
<i>Subtotal Patients/Visitors</i>	<i>5,989</i>	<i>741</i>	<i>2,121</i>	<i>1,207</i>	<i>2,732</i>	<i>791</i>	<i>296</i>	<i>1,012</i>	<i>14,889</i>
TOTAL	8,040	989	2,819	1,596	3,601	1,062	396	1,347	19,850
Current Totals Compared to Total analyzed in the 2005 EIR	-2,020	-225	-638	-358	-803	-245	-90	-306	-4,685

^a – Values are rounded. Minor differences in numbers between tables are due to rounding.

SOURCE: Adavant Consulting, 2008

Auto Occupancy

Automobile occupancy (the number of persons per vehicle) is also sensitive to the population group and the type of trip. Table 4.6-11, and Tables 4.6-12 and 4.6-13, detail the average auto occupancy rates, and the weekday daily and p.m. peak-hour vehicle trips by population group, respectively (the latter for *LRDP Phase* and *Future Phase* of the proposed project [and how the proposed project compares to the development envelopes analyzed in the *2005 EIR*]).

**TABLE 4.6-11
AVERAGE AUTO OCCUPANCY RATES^a**

Population Group	People per Vehicle
Physician/Faculty	1.1
Hospital Staff	1.2
House Staff/Intern/Student	1.2
Hospital Patients	1.2
Visitors to Patients	1.1
Outpatients and their Visitors	2.4
Visitors to Hospital/Outpatient Staff	1.1
Vendors to Hospital/Outpatient Staff	1.0

^a Based on transportation surveys conducted at Parnassus Heights in 1992 and 1999.

SOURCE: Adavant Consulting, 2008

**TABLE 4.6-12
WEEKDAY DAILY VEHICLE TRIPS**

Population Group	LRDP Phase	Future Phase
Physician/Faculty	469	869
Hospital Staff	771	1,653
House Staff/Intern/Student	228	437
<i>Subtotal Faculty/Staff/Students</i>	<i>1,468</i>	<i>2,959</i>
Hospital Patients	270	514
Visitors to Patients	927	1,764
Outpatients and their Visitors	1,713	3,116
Visitors to Hospital/Outpatient Staff	59	142
Vendors to Hospital/Outpatient Staff	32	74
<i>Subtotal Patients/Visitors</i>	<i>3,001</i>	<i>5,610</i>
TOTAL	4,469	8,569
Current Totals Compared to Total analyzed in the 2005 EIR	-2,480	-2,981

SOURCE: Adavant Consulting, 2008

**TABLE 4.6-13
WEEKDAY PM PEAK HOUR VEHICLE TRIPS**

Population Group	LRDP Phase	Future Phase
Physician/Faculty	56	104
Hospital Staff	177	380
House Staff/Intern/Student	29	57
<i>Subtotal Faculty/Staff/Students</i>	<i>262</i>	<i>541</i>
Hospital Patients	24	46
Visitors to Patients	65	124
Outpatients and their Visitors	154	281
Visitors to Hospital/Outpatient Staff	4	10
Vendors to Hospital/Outpatient Staff	4	7
<i>Subtotal Patients/Visitors</i>	<i>251</i>	<i>468</i>
TOTAL	513	1,009
Current Totals Compared to Total analyzed in the 2005 EIR	-412	-552

SOURCE: Adavant Consulting, 2008

