

ADDENDUM NO. 9 TO SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Date of Publication of Addendum: May 30, 2013

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

Lead Agency: Office of Community Investment and Infrastructure
Successor Agency to the San Francisco Redevelopment Agency
1 South Van Ness Avenue, 5th Floor, San Francisco, CA 94103

Agency Contact: Catherine Reilly **Telephone:** (415) 749-2516

Project Title: Successor Agency Case No. 919-97; Addendum #9
Block 7E; South OPA Amendments

Project Sponsor/Contact: FOCIL-MB, LLC

Telephone: (415) 355-6600

Project Address: Block 7E in the Mission Bay South Redevelopment Area. Approximately 0.7 acres, Block 8711, Lot 32, as depicted on Figure 1.

City and County: San Francisco


Determination:

The proposed Project would construct a 96,000 square foot facility on Block 7E, housing 80 extended stay bedrooms and associated facilities to support families of patients receiving medical treatment primarily at UCSF's medical facilities. The use is an allowed secondary use under the Mission Bay South Plan. The 37 affordable housing units planned for the site would be located elsewhere in Mission Bay. Implementation of the Project would require an amendment to an Owner Participation Agreement between the Successor Agency and property owner. Based on the analysis described in this Addendum, the proposed Project does not entail any substantial changes that would require major revisions to the 1998 *Mission Bay Final Subsequent Environmental Impact Report* (Mission Bay FSEIR), nor would there be new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Since certification, no substantial changes have occurred in the circumstances under which the *Mission Bay South Redevelopment Plan* would be undertaken, and no new information of substantial importance has emerged that would materially change any of the analyses or conclusions of the Mission Bay FSEIR; 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.


Tiffany Bohne, Executive Director
Successor Agency to the San Francisco
Redevelopment Agency

5/30/13
Date of Determination

Background

Mission Bay South Plan Approval Process and Prior Environmental Review

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* (the “Mission Bay FSEIR”).² The Mission Bay 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 Redevelopment Agency Commission adopted the Plans on September 17, 1998, along with the *Mission Bay South Owner Participation Agreement* (as subsequently amended, the “South OPA”) and the *Mission Bay North Owner Participation Agreement* (as subsequently amended, the “North OPA”) between the Redevelopment Agency and Catellus Development Corporation.³ The North and South OPAs incorporated into the project the mitigation measures identified in the Mission Bay FSEIR and adopted by the Redevelopment Agency Commission at the time of project approval.⁴ 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* (the “South Design for Development”) and *The Design for Development for the Mission Bay North Project Area* (the “North Design for Development”), respectively.⁵ The San Francisco Board of Supervisors adopted the North Plan on October 26, 1998, and the South Plan on November 2, 1998.⁶ The South OPA has been amended twice, the first amendment dated February 17, 2004, and the second dated November 1, 2005. Neither the North nor South Plans has been amended to date.

The Redevelopment Agency has prepared seven 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-

¹ Planning Department Case No. 86.505E.

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

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

⁴ North and South OPAs, Attachment L.

⁵ Resolution No. 186-98 and Resolution No. 191-98, respectively.

⁶ Ordinance No. 327098 and Ordinance No. 335-98, respectively.

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 (UCSF) Long Range Development Plan and the Final Environmental Impact Report for Long Range Development Plan.
6. The sixth addendum, dated September 10, 2008, addressed revisions of the UCSF Medical Center at Mission Bay.
7. The seventh addendum, dated January 7, 2010, analyzed the development of a Public Safety Building on Mission Bay Block 8 to accommodate the headquarters of the San Francisco Police Department, the Southern Police Station, and new San Francisco Fire Department station, and adaptive reuse of historic Fire Station 30, along with parking for these uses.

An eighth addendum, for the proposed Block 1 Project,⁷ is in process. The Block 1 Project is referenced and addressed below in the impact analysis where relevant.

Successor Agency/Oversight Board Jurisdiction

The San Francisco Redevelopment Agency, along with all 400 redevelopment agencies in California, was dissolved on February 1, 2012, by order of the California Supreme Court in a decision issued on December 29, 2011 (California Redevelopment Association et al. v. Ana Matosantos). On June 27, 2012, the California Legislature passed and the Governor signed AB 1484, a bill making technical and substantive changes to AB 26, which was the original bill that resulted in the dissolution of all redevelopment agencies (collectively, the “Dissolution Law”). In response to the Dissolution Law, the City and County of San Francisco created the Successor Agency to the Redevelopment Agency of the City and County of San Francisco (“Successor Agency”), commonly known as the Office of Community Investment and Infrastructure (“OCII”). Pursuant to state and local legislation, the Successor Agency is governed by two bodies, the Oversight Board of the Successor Agency and the Commission on Community Investment and Infrastructure.

On January 24, 2012, the Board of Supervisors of the City and County of San Francisco adopted Resolution No. 11-12 in response to the Supreme Court’s December 29, 2011, decision upholding AB 26. On September 25, 2012, the Board of Supervisors adopted Ordinance No. 215-12 in response to the Governor’s approval of AB 1484. Together, these two local laws (“Successor Agency Legislation”) create the governing structure of the Successor Agency. Pursuant to the Successor Agency Legislation, the Commission on Community Investment and Infrastructure exercises certain land use, development and design approval authority for the Mission Bay North and Mission Bay South Plan Areas (and other major approved development projects), and the Oversight Board exercises certain fiscal oversight and other duties required under the Dissolution Law. The affordable housing assets of the former Redevelopment Agency have been transferred to the City and County of San Francisco and are under the administrative jurisdiction of the Mayor’s Office of Housing (“MOH”). The South OPA has been recognized as an “Enforceable Obligation” by the Oversight Board and the California Department of Finance.

South Plan Area Development Controls

The primary development controls for the Mission Bay South Redevelopment Plan Area (“South Plan Area”) are the South Plan and the South Design for Development, as amended on March 16, 2004, which

⁷ The Block 1 Project involves amendments to the South OPA and South Plan to allow construction of 350 dwelling units, a 250-room hotel, and 25,000 sq. ft. of retail use on Block 1 as an alternative to the current entitlement of a 500-room hotel and 50,000 sq. ft. of retail use. A Major Phase for Block 1, which is consistent with the proposed South OPA and South Plan amendments is included in the analysis.

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, now the Successor Agency, as described above. Together, the South Plan and South Design for Development constitute the regulatory land use framework for Block 7E, and they supersede the City's *Planning Code*, except as otherwise specifically provided in those documents and associated documents for implementing the Plans.

The infrastructure serving the South Plan Area is provided by the master developer, FOCIL-MB, LLC, consistent with the South OPA, including the Mission Bay South Infrastructure Plan ([Attachment D](#) to the South OPA). The South OPA includes triggers for the phasing of required infrastructure requirements based on adjacency, ratios, and performance standards to ensure that the master developer phases the required infrastructure to match the phasing of private development occurring on adjacent blocks. In addition to the South Plan and South Design for Development, the other major development controls that apply to Block 7E include:

- Mitigation measures included in the Mission Bay FSEIR and which the Successor Agency has identified as required to be implemented by the developer of the Project Site, attached hereto for convenience as [Exhibit A](#);⁸
- All other associated adopted plans and documents that apply in the South Plan Area under the Plan and OPA, such as 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; and
- Other adopted City plans and regulations that apply in the South Plan Area, such as the San Francisco Building Code; Chapter 7 of the San Francisco Environment Code, "Resource Efficiency Requirements"; required permits from the San Francisco Municipal Transportation Authority; and any engineering requirements applicable under City Code to the development.

Existing Conditions

Before 1998, Mission Bay was characterized by low-intensity industrial development and vacant land. Since adoption of the South Plan 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 North Plan Area is substantially complete. In the South Plan Area, approximately 620 of some 3,000 housing units are complete, with 940 under construction and another 540 to begin construction in the next few months, meaning that 70 percent of Mission Bay South housing units will soon be complete or under construction. Regarding office and laboratory space, approximately 40 percent of the 4.4 million square feet in the South Plan Area is complete, as is 2 million square feet of the approved 2.65 million-square-foot UCSF research campus. Meanwhile, the City's new Public Safety Building and first phase of the UCSF Mission Bay Medical Center are under construction.

The site of the proposed Project, Block 7E, is bounded by China Basin Street to the north, Third Street to the east, Mission Bay Boulevard North to the south, and Block 7W/Fourth Street to the west ("Block 7E" or "Project Site") (See **Figure 1.**) Block 7E is currently vacant and is used during baseball season as overflow parking for the nearby AT&T Park. It is owned by FOCIL-MB, LLC ("FOCIL," or "Owner" under the South OPA). The South Plan assigns a land use designation of Mission Bay South Residential

⁸ In addition to mitigation measures that must be implemented by the developer of Block 7E, other mitigation measures may need to be implemented at the time infrastructure serving Block 7E is constructed, as provided for in the South OPA. The status of the implementation of all mitigation measures in the South Plan area, including those that will be implemented with any infrastructure serving Block 7E, is available in the Office of Community Investment and Infrastructure, 2013 Block 7E Project File, which includes the Mission Bay South Owner Participation Agreement Amendment #4.



Location Map



Project Site

to the Project Site under Section 302. 1. The Plan's maximum height limit is 160 feet. The Project Site is within Height Zone 3 of the South Design for Development. Within this zone, the South Design for Development specifies that 7 percent of the developable area (within the entire height zone) may be occupied by a total of six towers up to 160 feet in height; 13 percent of the developable area may be built to a midrise height of 90 feet, and the remaining 80 percent of the development would be at a maximum of 65 feet. Within this Height Zone 3, the South Design for Development also establishes bulk limits for development at a height greater than 90 feet. For residential buildings, the maximum plan dimension is 160 feet, and the maximum diagonal dimension is 190 feet. For hotels, the maximum plan dimension is 200 feet. The maximum residential floor plate size is 17,000 square feet, and the maximum hotel floor plate size is 20,000 square feet.

All of Block 7, including Block 7E, is an Approved Site for affordable housing as that term is defined in the South OPA Housing Program.⁹ The Successor Agency holds an option for the development of Affordable Housing Units on Block 7E, as evidenced by a Memorandum of Option recorded in the Official Records of San Francisco County as Document No. 2007-I413540-0 on July 5, 2007 (the "Block 7E Option"). The Regents of the University of California and the Successor Agency are parties to a Disposition and Development Agreement for the development of affordable housing on Block 7E ("DDA"). However, the Regents have not met performance milestones under the DDA for the development of affordable housing on Block 7E and have advised the Agency that they intend to pay the liquidated damages required by the DDA, which will terminate the DDA and any rights that UCSF has over Block 7E.¹⁰

As analyzed in the Mission Bay FSEIR, it is anticipated that the Project Site would include up to approximately 37 Affordable Housing Units. If the proposed Project, as described below, is implemented, the Successor Agency would expect to construct the originally contemplated 37 Affordable Housing Units on the remaining Agency Affordable Housing Parcels. The Successor Agency, in conjunction with MOH, has determined that there is adequate capacity on the remaining sites to allow the development of the 37 Affordable Housing Units, consistent with the South Design for Development and South Plan.

Project Description

FOCIL is seeking amendments to the South OPA that would permit Family House, Inc., a nonprofit public benefit corporation, to develop a 96,000 square foot facility on Block 7E that would include approximately 80 extended stay rooms and associated common areas and program space to support families of patients primarily receiving treatment at UCSF Mission Bay Medical Center. Family House provides subsidized temporary housing for families whose members are being treated for cancer and other life-threatening illnesses, primarily at UCSF. Family House currently has two locations proximate to the existing UCSF Medical Center at Parnassus Heights. UCSF will open the UCSF Benioff Children's Hospital at Mission Bay in 2015—approximately one-fourth mile south of the Project Site—and has requested Family House to build a new facility in Mission Bay near the new hospital. The geographic proximity to the new UCSF hospital is important since many patients for whom Family House provides temporary housing are being treated as outpatients, and at the same time, are required to stay in a sanitary environment within close proximity to the hospital's emergency room.

⁹ "Approved Sites," as defined in Section 2.2 of the South OPA Housing Program, are those sites that the master developer is obligated to convey to the Redevelopment Agency (now, the Successor Agency) for development of affordable housing. The Approved Sites constitute 42 percent of the land designated for residential use in the South Plan. The South OPA Housing Program allows the substitution of alternate parcels and other revisions to the Approved Parcels upon mutual consent of the master developer and the Agency, provided that there is no loss of planned affordable housing units and that certain other conditions are met.

¹⁰ Lori Yamauchi, Assistant Vice Chancellor, Campus Planning, UCSF, letter to Fred Blackwell, Executive Director, San Francisco Redevelopment Agency, September 17, 2010.

Under South Plan Section 302.1, the proposed use, extended stay rooms and associated spaces, would be classified as an institutional or small social service/philanthropic facility. This use is permitted as a secondary use, subject to a finding by the Executive Director that the use, size and intensity contemplated at the proposed location, would provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community. The Family House use would not qualify as Affordable Housing Units under the South OPA and thus is not currently eligible to use Block 7E. FOCIL seeks to provide space in Mission Bay South for the Family House facility to complement the UCSF Mission Bay Medical Center that is currently under construction. Accordingly, FOCIL has requested an amendment to the South OPA, including the Scope of Development (South OPA Attachment B) to acknowledge the Family House or other similar extended stay use on Block 7E, and delete Block 7E from Attachment C, Exhibit F, as an Approved Housing Site and from Attachment C, Exhibit H, as an Advance Delivery Block (collectively, the South OPA Amendments¹¹). Approval of the South OPA Amendments would require action by the Oversight Board and the Commission on Community Investment and Infrastructure. The “Project” for purposes of this Addendum is approval of the South OPA Amendments. As a condition of approval of the South OPA Amendments, the Executive Director of the Successor Agency would make findings as to the appropriateness of this secondary use at the Project Site, as required by South Plan.

Analysis of Potential Environmental Impacts

California Environmental Quality Act (CEQA) Guidelines Section 15164 allows an addendum to document if some changes or additions to the original certified EIR are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. The lead agency should include in its addendum a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162, which 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, beyond the change to the South OPA proposed as part of the Project, no other conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred, specifically, other changes in the Mission Bay South development proposal, substantial changes in the circumstances under which the Plans would be undertaken, or new information of substantial importance that could not have reasonably been known at the time of preparation of the Mission Bay FSEIR and that would materially change any of the analyses or conclusions of the existing Mission Bay FSEIR.

As summarized below, the analysis of the Project 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, transportation and utility assessments were completed to determine any potential impacts other than those projected in the Mission Bay FSEIR.¹¹ As noted above, the Affordable Housing Units originally analyzed for Block 7 in the Mission Bay FSEIR would be allocated to other affordable housing sites in Mission Bay South. Accordingly, the Addendum analysis assumes that the proposed Block 7E extended stay use is net new to Block 7E.

Land Use

The FSEIR considered the effects of a mix of uses in the South Plan area, specifically, residential development on the Project Site and most surrounding blocks, along with retail, hotel, public facilities, and parks/open space nearby and commercial-light industrial, research and development and UCSF institutional uses south of the Project Site.¹² In addition to the proposed Project, various other projects are

¹¹ Office of Community Investment and Infrastructure, 2013 Block 7E Project File, which includes the Mission Bay South Owner Participation Agreement Amendment #4.

¹² Mission Bay FSEIR, pp. V.B.11 – V.B.30; especially, Central Subarea impacts analysis on pp. V.B.21 – V.B.23.

anticipated in the South Plan Area, including the ongoing construction of the Public Safety Building on Block 8, the proposed construction of residential, hotel, and retail uses on Block 1 (the subject of a separate addendum), and the new UCSF Medical Center (Phase 1 of which is under construction) and UCSF's pending update of its Long-Range Development Plan, which would likely lead to construction of new student housing, faculty office facilities, research laboratory and instructional space, parking facilities and open space. The types of uses envisioned at Mission Bay in these current and foreseeable projects, including the Family House Project, would be largely consistent with the uses that already exist in the vicinity as well as uses that were anticipated in the project area by the Plans. The Family House Project would function as an extended stay facility for families of patients receiving treatment primarily at UCSF Mission Bay Medical Center. Such use, while unique at Mission Bay, would not be expected to result in any new or substantially more severe land use impacts than were identified in the Mission Bay FSEIR, because it would be compatible with the new Medical Center and with nearby residential uses.

The FSEIR also considered and analyzed land uses on Port property adjacent to the South Plan Area. Although the FSEIR did not analyze a mixed-use project currently under consideration by the San Francisco Giants on Seawall Lot 337, the potential components of that development (office, residential, and retail/restaurant uses, open space, and parking) are consistent with and/or compatible with existing and approved uses in the Plan Area, and thus this potential future development, if realized, would not result in substantially different land use impacts than those identified in the FSEIR, either individually or cumulatively.

Therefore, the proposed Project would not result in any new or substantially more severe land use impacts than were identified in the Mission Bay FSEIR.

Aesthetics

The Mission Bay FSEIR considered development on the north side of the Commons (linear open space), including the Project Site, at heights of between 55 feet and 160 feet.¹³ In particular, such development was conceptually illustrated in the FSEIR in the visual simulation looking east along the Commons towards San Francisco Bay (FSEIR Figure V.D.12, p. V.D.38), as well as in the wide-angle visual simulation entitled "Potential Panoramic View from Potrero Hill" (FSEIR Figure V.D.4, p. V.D.24), in which development on the project site would be largely indistinguishable from other buildings in the South Plan's Central Subarea. The Project would be approximately 55 feet (five stories) in height—the low end of the range of heights evaluated in the FSEIR—and would occupy essentially the entirety of the Project Site (Block 7E), including all of the Third Street frontage. The proposed height and massing of the building would be within the range of development that exists in the vicinity of the Project Site and within the building envelope analyzed for the Project Site in the Mission Bay FSEIR. Moreover, the Project would be required to comply with the South Design for Development, a companion document to the South Plan that contains design standards and guidelines that apply to all development within the Plan Area. The Project would change the appearance of the currently undeveloped Project Site, but not in a way that would be substantially different than anticipated and analyzed in the Mission Bay FSEIR. Moreover, the Project would not affect scenic views in a way that was not analyzed in the Mission Bay FSEIR. Given that the Project would comply with the South Design for Development, and would not adversely affect visual character views in a manner substantially different from that analyzed in the Mission Bay FSEIR, the Family House Project would not result in any new or substantially more severe aesthetic impacts than were identified in the Mission Bay FSEIR.

¹³ Mission Bay FSEIR, pp. V.D.14 – V.D.45.

Wind and Shadow

The Mission Bay FSEIR analyzed wind and shadow impacts in the Initial Study, FSEIR Appendix A.¹⁴ The FSEIR found no significant shadow impacts, but did identify a potential significant impact with respect to pedestrian-level winds. The FSEIR therefore identified a mitigation measure that would require project-specific wind analysis for subsequent buildings that exceed 100 feet in height. Accordingly, the South Design for Development requires additional wind impacts analysis for buildings over 100 feet in height. The Project would be well below this height threshold and is, therefore, not required to undertake additional wind testing. Furthermore, given its height, it is unlikely to result in potentially significant wind impacts. With respect to shadow impacts, the South Design for Development requires project-specific shadow analysis for projects that request a variance from the Design Standards. Since the Project would not seek a variance and because the proposed massing would be within what was assumed in the Mission Bay FSEIR, the requirement for additional shadow analysis is not triggered and the Project would not be expected to result in substantial new shadow as compared to what was identified in the Mission Bay FSEIR.

Transportation

The Mission Bay FSEIR found significant, unavoidable impacts at a number of intersections, street segments, and freeways and freeway ramps, and significant impacts on Muni and AC Transit service.¹⁵ The transportation assessment prepared for the Project¹⁶ examined the development analyzed in the Mission Bay FSEIR and subsequent addenda, to determine if the potential development of Block 7E with the Family House (or similar) extended stay use and associated trips were within the range of travel demand analyzed under the Mission Bay FSEIR. As noted above under Existing Conditions, if the Project is implemented, the 37 affordable housing units currently programmed for Block 7E would be accommodated elsewhere in the South Plan Area. Therefore, for purposes of this analysis, the extended stay rooms proposed with the Project are considered a net addition to the South Plan Area.

Because the type of use proposed with the Project is not a standard residential use, the transportation analysis surveyed trips made to and from two existing Family House extended stay facilities in the Inner Sunset District, near the existing UCSF Medical Center. The surveys found that the Project would generate approximately 67 person trips in the p.m. peak hour, including about 18 vehicle trips and 39 transit trips¹⁷ As stated above, these would be considered net new trips to the South Plan Area. The analysis found that the 18 peak-hour vehicle trips would represent an increase of less than one-fourth of one percent (less than 0.25 percent) in vehicle trip generation within the South Plan Area, which would be well within the daily fluctuation in traffic volumes and would not meaningfully affect traffic conditions. Nearby intersections in the South Plan Area generally operate at level of service (LOS) C in the p.m. peak hour and have sufficient capacity to accommodate the proposed Project; therefore, Project-generated vehicle trips would not result in any meaningful change in LOS or average vehicle delay at these intersections. Nor would the 18 vehicle trips, particularly when dispersed over various routes, adversely affect more distant intersections, such as Fourth and King Streets, that currently operate at unacceptable LOS E or F.

¹⁴ Mission Bay FSEIR, Appendix A, pp. A.32 – A.36.

¹⁵ Mission Bay FSEIR, pp. V.E.60 – V.E.120.

¹⁶ Advant Consulting, Transportation Assessment for a Social Services Facility to be Located in the Mission Bay South Plan Area of San Francisco; May 15, 2013. (See [Exhibit B](#).)

¹⁷ This is fewer peak hour trips than would be generated by the same number of residential units, which is consistent with the fact that Family House occupants do not necessarily travel on a typical “commuter” schedule. Likewise, the surveys found that travel patterns were less focused on inbound travel in the p.m. peak hour than is a typical residential use.

With respect to overall trip generation within the South Plan Area, the Project, along with the proposed residential, hotel, and retail development on Block 1 and other changes in the South Plan Area,¹⁸ would result in a decrease in daily vehicle trips generated within the South Plan Area (3.7 percent less), compared to the trip generation totals reported in the Mission Bay FSEIR for the Combination of Variants Alternative (essentially the project approved by the Board of Supervisors). The overall number of p.m. peak hour person trips and vehicle trips would also be lower than for the approved Combination of Variants project (0.2 percent and 1.6 percent, respectively), while overall p.m. peak-hour transit trips would be 1.9 percent greater. However, the T-Third Muni Metro line has adequate capacity to accommodate both the Project's 39 peak hour transit trips and the overall incremental increase in South Plan Area ridership, particularly given that this line's maximum ridership occurs closer to downtown. Thus, the Project would not result in any new or substantially more severe traffic or transit impacts than those identified in the Mission Bay FSEIR.

With respect to impacts in other transportation and circulation categories, the transportation assessment for the Project found that impacts to pedestrians, bicycles, loading, construction, emergency vehicle access, and parking to be less than significant, both when considering the addition of the Project to existing conditions and when evaluating it in combination to other changes in the South Plan Area in comparison to what was concluded in the Mission Bay FSEIR, because the project's net addition of 67 person trips total, by all modes, in the p.m. peak hour would be too small to make a meaningful change in these impacts or a meaningful contribution to any cumulative impacts in these areas. The Project would comply with all the requirements for pedestrian and bicycle conditions as contained in the South Design for Development and Streetscape Master Plan documents adopted as part of the overall Mission Bay Redevelopment Project.

Because overall p. m. peak-hour person trip generation and vehicle trip generation would be lower than the numbers analyzed in the Mission Bay FSEIR, and because the number of transit and other trips would be incrementally greater but not to the extent that adverse impacts would arise, the transportation analysis found that implementation of the Project would not be expected to result in any new significant impacts or impacts of substantially greater severity than those analyzed in the Mission Bay FSEIR. In light of the foregoing, the Project would not result in any new or substantially more severe impacts on traffic, transit, or other modes of transportation, compared to the impacts reported in the Mission Bay FSEIR.

Air Quality – Mobile Sources

Given that operational emissions are generated primarily from motor vehicle trips, the Mission Bay FSEIR identified a significant, unavoidable impact with respect to vehicle emissions from project-generated traffic for the overall Mission Bay North and South Plans.¹⁹ With respect to such emissions from the Project, in general, projects generating fewer than 2,500 vehicle trips per day are not expected to generate operational emissions that would exceed the City's significance thresholds for operational emissions of criteria air pollutants. Assuming, because of the Project's relatively low commute-period travel demand, that p.m. peak-hour trips represent 6 percent of daily trips (the same as assumed for senior housing, and substantially less than the 17.3 percent for a typical residential project), the Project would generate approximately 360 daily vehicle trips, which is far below the level at which significant operational emissions would occur. Moreover, as noted above, overall daily vehicle trip generation for the South Plan Area, including other changes in the South Plan Area such as the Public Safety Building, Mission Bay Block 1 Project and anticipated UCSF developments, would be less than that for the approved Combination of Variants Alternatives analyzed in the Mission Bay FSEIR, resulting in a concomitant decrease in emissions of criteria air pollutants, compared to emissions analyzed in the

¹⁸ Other changes to South Plan Area development have included revisions to UCSF development (including the UCSF Medical Center and office/R&D space on Blocks 36 through 39 and X3) and the new Public Safety Building now under construction on Block 8.

¹⁹ Mission Bay FSEIR, pp. V.F.17 – V.F.19.

Mission Bay FSEIR. Therefore, the Project would not result in any new or substantially more severe air quality impacts, compared to the impacts reported in the Mission Bay FSEIR.

Public Utilities

The Mission Bay FSEIR did not identify significant effects that could not be mitigated with respect to water use or other community services and utilities;²⁰ for water use, a mitigation measure was identified to incorporate water conservation in buildings and landscaping.²¹ The Project is considerably smaller than a “water-demand project” as defined in Section 15155 of the state CEQA Guidelines, for which a water supply assessment is required to be prepared by the water supplier and the results included in the project CEQA document.²² Therefore, no formal water supply assessment need be prepared for the Project by the San Francisco Public Utilities Commission (SFPUC). Nevertheless, for this analysis, estimated water demand was calculated for the Project, using SFPUC factors, and it was determined that potable water demand by the proposed Project would be about 9,500 gallons per day, or about 3.5 million gallons per year, assuming compliance with current green building codes and SFPUC conservation strategies.²³ Because both the State of California and the City have adopted stricter controls on potable water use since the Mission Bay FSEIR was certified, the demand for this use would be about 35 percent less than it would be for the same use using the Mission Bay FSEIR demand figures.²⁴ For example, the City has adopted both a Green Building Ordinance (Chapter 13C of the *San Francisco Building Code*) and Commercial and Residential Water Conservation Ordinances (Chapter 13A of the *San Francisco Building Code* and Chapter 12A of the *San Francisco Housing Code*, respectively) that include water conservation requirements, as does the San Francisco Water Efficient Irrigation Ordinance (Chapter 63 of the *San Francisco Administrative Code*). Actual water use could be less if new code requirements or conservation strategies are developed in the future. Moreover, the project, as temporary accommodations for families whose members are being treated for illness, primarily at UCSF, would not result in any permanent increase in population, and thus would not permanently increase water demand, in San Francisco, and it is likely that at least some of the guests of Family House would be visiting San Francisco in any case, but would otherwise be staying in a hotel or with family or friends. Finally, the project’s water usage, even calculated as residential use, would be so small as to be indistinguishable against daily fluctuations in the overall 71 million gallons per day of water use in San Francisco, and therefore would not be beyond the water use assumed for planning purposes by the SFPUC in its 2010 Urban Water Management Plan or 2013 Water Availability Study. Other uses in the South Plan area would similarly be expected to use less water than was calculated in the Mission Bay FSEIR, based on the same revised demand assumptions and increased efficiency and conservation measures.

Based on the above, the Project would not be expected to result in new or more severe impacts with respect to water demand as compared to what was analyzed in the Mission Bay FSEIR, either individually or in combination with the Mission Bay Block 1 Project and other changes in the South Plan Area.

Thus, even with the Project, overall water demand in the South Plan Area would be less than what was assumed in the Mission Bay FSEIR due to a host of stricter water controls and green building codes implemented in the City since the publication of the Mission Bay FSEIR.

A relative decline in water consumption would also translate to a similar decline in wastewater generation, resulting in little, if any, increase compared to the original project. With respect to stormwater

²⁰ Mission Bay FSEIR, pp. V.M.1 – V.M.56.

²¹ Mitigation Measure M.2, *Mission Bay FSEIR* p. VI.53.

²² A water-demand project includes, among other things, 500 dwelling units (or equivalent water demand), 500,000 square feet of retail space (or 1,000 employees), 250,000 square feet of office space (or 1,000 employees), or a 500-room hotel.

²³ Water Demand Calculations for Family House (Mission Bay Block 7E Project), April 9, 2013. The proposed Project was considered a residential project for this calculation.

²⁴ Mission Bay FSEIR, Appendix L, p. L.9.

generation, development on Block 7E would be required to comply with the San Francisco Stormwater Design Guidelines, which require implementation of Best Management Practices (BMPs) to reduce the flow rate and volume of stormwater.²⁵

Based on the foregoing, the Project would not result in any new or substantially more severe impacts related to public utilities, compared to the impacts reported in the Mission Bay FSEIR.

Other Environmental Topics

As discussed above, the 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 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; business activity, employment, housing, and population; historical and archeological resources; stationary source air quality; seismicity; health and safety; contaminated soils and groundwater; hydrology and water quality; China Basin Channel vegetation and wildlife; community services; 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 material changes have occurred in the circumstances under which the South 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.

²⁵ The current version of the Stormwater Design Guidelines (November 2009) are “directed primarily to San Francisco’s separate storm sewer areas, which include ... Mission Bay,” among other such areas (Stormwater Design Guidelines, p. 2; available on the internet at: <http://www.sfwater.org/modules/showdocument.aspx?documentid=2779>).

Exhibit A

Mitigation Measures

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Major Phase					
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 LPAB, 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, LPAB 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.	Owner, other developers	S.A.	Planning Department, ERO; LPAB President	Prior to excavation; ongoing implementation as required by measure	Prior to preparation of the work plan consultant shall consult with ERO and LPAB to develop a testing and excavation procedures.
D.47 TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN					
E.47a. Shuttle Bus System – 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).	Owner (TMA)	S.A.	MTA/SSD; PC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
E.47b. Transit Pass Sales – Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.	Owner (TMA); other developers	S.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
E.47c. Employee Transportation Subsidies – Provide a system of employee transportation subsidies for major employers.	Owner (TMA); major employers	S.A.	MTA/SSD; PC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
E.47e. Secure Bicycle Parking – 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. Provide secure bicycle racks throughout Mission Bay for the use of visitors.	Owner (TMA), other developers	S.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Major Phase (cont.)					
D.47 TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN (cont.)					
E.47f. Appropriate Street Lighting – 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.	Owner (TMA)	S.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
E.47g. Transit, Pedestrian and Bicycle Route Information – Provide maps of the local and citywide pedestrian and bicycle routes with transit maps and information on kiosks throughout the Project Area to promote multimodal travel.	PC, DPW to provide in connection with transit shelters and other transit signage		PC; DPW	In conjunction with transit shelter and signage plans	See implementation procedures identified for Mitigation Measure E.47.
E.47h. Parking Management Guidelines – Establish parking management guidelines for the private operators of parking facilities in the Project Area.	Owner (TMA)	S.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
E.47i. Flexible Work Time/Telecommuting – 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.	Owner (TMA); other major employers	S.A.		As warranted by development; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.
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 City periodically to ensure it is kept up to date.	Owner, other developers	S.A.	Office of Emergency Services (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 Fire Department 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.	City; Fire Department; Owner as allocated in South Infrastructure Plan City; Fire Department; Owner as allocated in South Infrastructure Plan	S.A.	Fire Department	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 City. 2. City to partially compensate Owner as indicated in the OPA and infrastructure plan. 3. Fire Department to construct Fire Station in Mission Bay South to reduce effects of limited emergency access.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Tentative Map					
H.07 CORROSION					
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.
K.01 STORMWATER POLLUTION PREVENTION PLAN (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.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Tentative Map (cont.)					
K.01 STORMWATER POLLUTION PREVENTION PLAN (SWPPP) (cont.)					
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.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Tentative Map (cont.)					
K.01 STORMWATER POLLUTION PREVENTION PLAN (SWPPP) (cont.)					
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 City'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.
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.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Tentative Map (cont.)					
K.04 ALTERNATIVE TECHNOLOGIES TO IMPROVE STORMWATER DISCHARGE QUALITY (cont.)					
					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	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. DPI 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		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. 2. DPI 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.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.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Tentative Map (cont.)					
K.06 STRUCTURE PLACEMENT AND DESIGN TO MINIMIZE DANGERS OF FLOODING (cont.)					
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.04 SEWERS AND WASTEWATER TREATMENT					
M.04. Construct a fence around any interim surface detention basins.	Owner	S.A.	DPW During construction and operation of basins	During construction and operations of basins	<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.
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	S.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.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	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	S.A.	DBI	Submit design specifications as part of plan review and site permit processes	<ol style="list-style-type: none"> Owner/other developers to submit draft lighting plan to DBI during plan review. DBI to review draft lighting plan and provide comments/proposed revisions to owner/other developers. Owner/other developers to revise plans accordingly and submit final lighting plan for DBI review and approval. Owner/other developers to construct project structures and implement lighting plan. DBI to inspect project structures and lighting for light and glare impacts.
D.07 PEDESTRIAN-LEVEL WINDS					
D.07. Require a qualified wind consultant to review specific designs for buildings 100 feet or more in height for potential wind effects. The Redevelopment Agency would conduct wind review of high-rise structures above 100 ft. Wind tunnel testing would also be required unless, upon review by a qualified wind consultant, and with concurrence by the Agency, it is determined that the exposure, massing and orientation of the buildings are such that impacts, based on a 26-mile-perhour hazard for a single hour of the year criterion, will not occur. The purpose of the wind tunnel studies is to determine design-specific impacts and to provide a basis for design modifications to mitigate these impacts. Projects within Mission Bay, including UCSF, would be required to meet this standard or to mitigate exceedances through building design.	Owner, other developers	S.A.			<ol style="list-style-type: none"> Condition Major Phase to require wind evaluation and provide any required study and documentation of findings as part of Project-level submission. Refer to mitigation measure for obtaining specific implementation procedures. Owner/other developers to submit building design modifications to mitigate pedestrian-level wind impacts to City during project review. Agency to review and approve building design modifications. Owner/other developers to construct buildings implementing design modifications. Agency to inspect buildings and ensure that 26-mile-per-hour wind tunnel hazard for a single hour threshold is not exceeded.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Project Level Review (cont.)					
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	S.A.		Provide any required documentation as part of Project-level submission	<ol style="list-style-type: none"> Shadow analysis to be required during building design review. 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. 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. 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	S.A.	DPW/DBI	Provide information regarding compliance prior to piling driving	<ol style="list-style-type: none"> DPW and DBI to impose mitigation measure requirements during site permit process. Owner/other developers to notify contractor of construction requirements. DPW or DBI to inspect construction activities to ensure compliance with mitigation measure.
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	Owner, other developers		Agency; DPW; SFPUC	Condition as part of Tentative Map	<ol style="list-style-type: none"> During project level review, DPW to consult with SFPUC to determine which sites need installation of wastewater sampling ports. DPW to notify owner/other developers of sites that require ports. Owner/other developers to modify (as may be necessary) project plans to comply with City's Water Pollution Prevention Program.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Project Level Review (cont.)					
K.02 CHANGES IN SANITARY SEWAGE QUALITY (cont.)					
Environmental Regulation and Management, and in locations as determined by the 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:					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.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Improvement Plan – Plan Check					
J.01 RISK MANAGEMENT PLAN(S)					
J.01i. 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	S.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.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Improvement Plan – Plan Check (cont.)					
K.01 STORMWATER POLLUTION PREVENTION PROGRAM (SWPPP) (cont.)					
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 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 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 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 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 part of Subdivision Improvement Plans approval.	See implementation procedures identified for Mitigation Measure K.01.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	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 LPAB, 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, LPAB 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.	Owner, other developers	S.A.	Planning Department, ERO; LPAB President	Prior to excavation; ongoing implementation as required by measure	Prior to preparation of the work plan consultant shall consult with ERO and LPAB to develop a testing and excavation procedures.
(Condition Major Plan Accordingly to require on individual building sites or potential for single coordinated program for Block)					
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.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Building Site Permit (cont.)					
F.02 CONSTRUCTION PM (cont.)					
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.
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: 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	Owner, Agency, other developers	S.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Building Site Permit (cont.)					
J.01 RISK MANAGEMENT PLAN(S) (cont.)					
<p>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</p> <p>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.</p>					
<p>J.01b. Pre-Development – Include, at a minimum, the following elements in the RMP:</p> <p>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.</p> <p>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:</p> <p>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 EPA and DTSC-recommended exposure assumptions, identify the appropriate exposure pathways and assumptions in consultation with the RWQCB.</p> <p>Using the specific exposure assumptions identified above, adopt contaminant specific interim target levels (ITLs) following regulatory risk assessment guidelines established by DTSC and EPA.</p>	Owner, Agency, other developers	S.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Building Site Permit (cont.)					
J.01 RISK MANAGEMENT PLAN(S) (cont.)					
<p>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.</p> <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> <ul style="list-style-type: none"> 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. 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. 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. 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. 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</p>	S.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Building Site Permit (cont.)					
J.01 RISK MANAGEMENT PLAN(S) (cont.)					
J.01d. Development – 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.	Owner, Agency, other developers	S.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
J.01e. Identify site access controls to be implemented during construction, such as: 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.	Owner, Agency, other developers	S.A.	RWQCB; DBI; DPW	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
J.01f. Identify protocols for managing soil during construction, which will include at a minimum: 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	Owner, Agency, other developers	S.A.	RWQCB; DBI; DPW	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Building Site Permit (cont.)					
J.01 RISK MANAGEMENT PLAN(S) (cont.)					
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.					
J.01g. Identify protocols for managing groundwater, which will include at a minimum:	Owner, Agency, other developers	S.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.
i. Procedures to prevent unacceptable migration of contamination from defined plumes during dewatering, such as monitoring, counter-pumping, or installing sheeplines 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.					
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	S.A.	RWQCB; DBI; DPW; DPH	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	S.A.	RWQCB; DBI; DPW; DPH	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	S.A.	RWQCB; DBI; DPW; DPH	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	S.A.	RWQCB	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	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"> Owner/other owners to obtain and submit written verification from BAAQMD to DBI. 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. 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	S.A.	Office of Emergency Services (OES)	Include in emergency response plan; update as necessary	<ol style="list-style-type: none"> Owner/other developers to prepare emergency response plan for the Project Area and include Mitigation Measure H.01. OES to review emergency response plan before City issues Certificate of Occupancy. OES to inspect Project Area to ensure compliance with mitigation measure. Agency to ensure review by OES prior to issuing Certificate of Occupancy. 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 City regarding use of heavy equipment from the City storage yard in the vicinity of the Project Area	Owner, other developers	S.A.	Office of Emergency Services (OES)	Include in emergency response plan; update as necessary	<ol style="list-style-type: none"> Owner/other developers to adhere to mitigation measure during preparation of emergency response plan for Project Area. OES to review completed emergency response plan before City issues Certificate of Occupancy. OES to require periodic updates of emergency response plan to review and approve.
J.01 RISK MANAGEMENT PLAN(S)					
J.01m. Prohibit residences with unrestricted access to soils in front yards or backyards anywhere in the Project Area.	Owner, Agency, other developers	S.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

MISSION BAY MITIGATION MEASURES

Block 7E

Mitigation Measures	Mitigation Response	S.A.	Responsible (Other)	Mitigation Schedule	Implementation Procedures
Cert. of Occupancy (cont.)					
J.01 RISK MANAGEMENT PLAN(S) (cont.)					
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.01i.	Owner, Agency, other developers	S.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	S.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs.	See implementation procedures identified for Mitigation Measure J.01.

Abbreviations:

BAAQMD: Bay Area Air Quality Management District
 DBI: San Francisco Department of Building Inspection
 DPH: San Francisco Department of Public Health
 DPW: San Francisco Department of Public Works
 EIR: Environmental Impact Report
 ERO: Environmental Review Officer
 MTA/SSD: San Francisco Municipal Transportation Agency, Sustainable Streets Division (formerly Department of Parking and Traffic)
 OES: Office of Emergency Services
 PC: San Francisco Planning Commission
 RMP: Resource Management Plan
 RWQCB: San Francisco Bay Area Regional Water Quality Control Board
 SFPUC: San Francisco Public Utilities Commission
 S.A.: Agency: City and County of San Francisco as Successor to Redevelopment Agency
 SWPPP: Stormwater Pollution Prevention Plan
 TMA: Transportation Management Association

Exhibit B
Transportation Analysis

Memorandum

To: Wade Wietgreffe – San Francisco Planning Department
Catherine Reilly /Christine Maher – Successor Agency to the SF Redevelopment Agency

From: José I. Farrán, PE

Date: May 15, 2013 – Final Version

Re: Transportation assessment for a social services facility to be located in the Mission Bay South Plan Area of San Francisco

This technical memorandum summarizes the data, analysis, and conclusions of a transportation assessment prepared by Adavant Consulting for the SF Planning Department and the Successor Agency to the SF Redevelopment Agency for a social services facility being proposed by Family House, Inc. to provide temporary housing to be located on the eastern portion of Block 7 in the Mission Bay South Plan Area in San Francisco (See Figure 1, p. 2). The Mission Bay South Plan Area is further subdivided into five planning subareas, Central, East, West, UCSF Campus and UCSF Medical Center¹ (See Figure 2, p. 3). The project site is within the Central subarea (Blocks 1 through 13) which includes mostly residential uses with some retail on the ground floor, a public safety building (Block 8), and a hotel (Block 1).

This transportation assessment has been prepared according to the scope of work approved by the San Francisco Planning Department and the Successor Agency on June 22, 2012, which is included in Appendix A.

INTRODUCTION

Family House is an independent non-profit organization that provides subsidized temporary housing for families whose members are being treated for cancer and other life-threatening illnesses located primarily at UCSF. UCSF will open the UCSF Benioff Children's Hospital at Mission Bay in 2015 (east side of UCSF Medical Center subarea; see Figure 2, p. 3) and has requested Family House to build a new facility in Mission Bay near the new hospital. The geographic proximity to the UCSF hospital is important since many patients for whom Family House provides temporary housing are being treated as outpatients, and at the same time, are required to stay in a sanitary environment within close proximity to the hospital's emergency room.

¹ The 1998 Final Mission Bay Subsequent Environmental Impact Report (Mission Bay FSEIR) defines only four planning subareas, Central, East, West, and UCSF Campus. The UCSF Medical Center was not envisioned at the time and the corresponding development blocks were considered part of the West subarea.

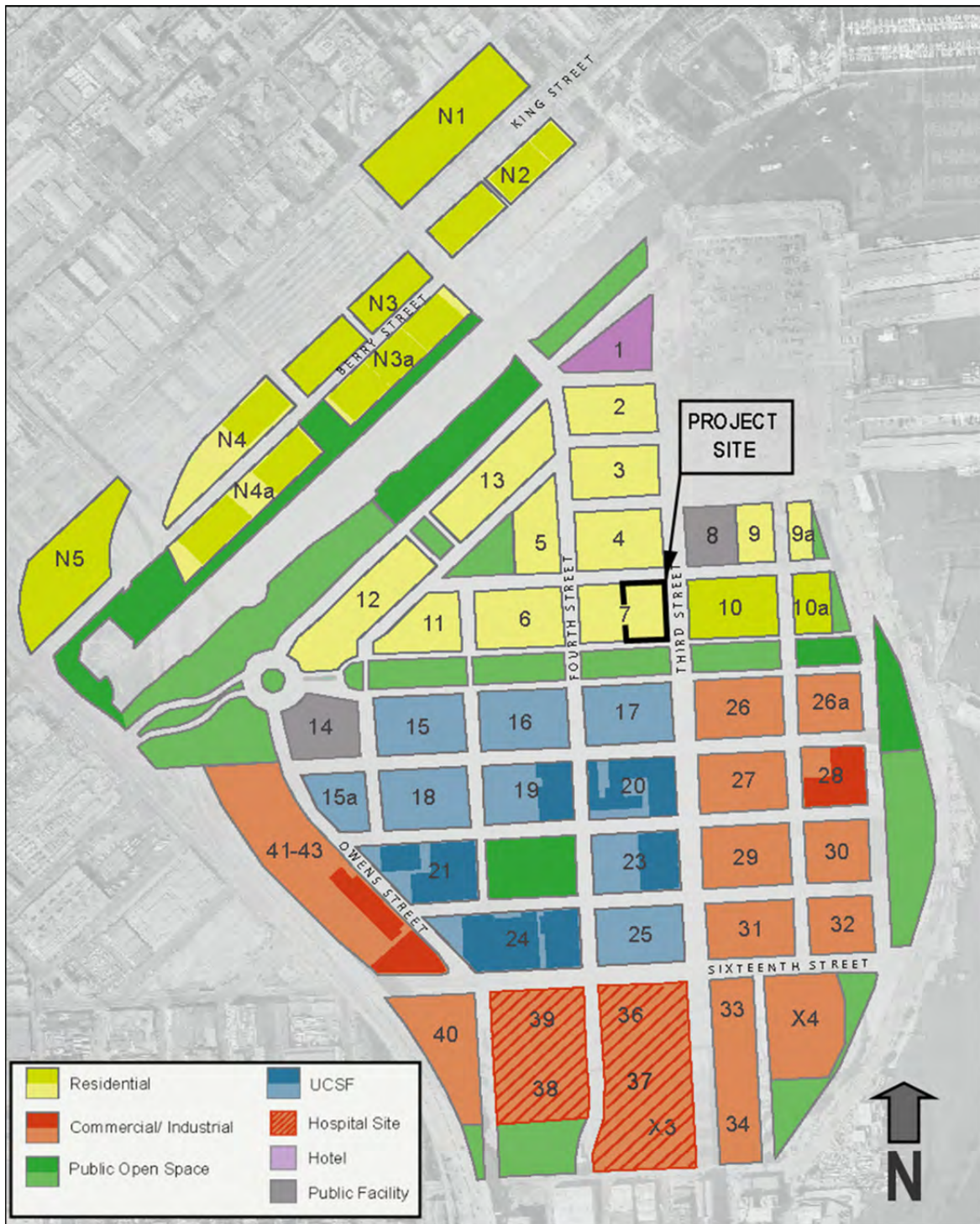


Figure 1
Mission Bay North and South Plan Areas
Proposed Family House Project Site – Block 7 East



Figure 2
Mission Bay South Planning Subareas
Proposed Family House Project Site – Block 7 East

PROJECT DESCRIPTION

The project is located in the Mission Bay South Plan Area on the eastern portion of Block 7 (Block 7 East). The site is bound by China Basin Street (a secondary street to the north), Third Street (a primary street to the east), Mission Bay Boulevard (to the south), and a new mid-block pedestrian mews (to the west). The 31,833-square foot site is undeveloped and flat. The remainder of Block 7 is currently being developed by the Related Co. as apartments. The surrounding blocks north of Mission Bay Boulevard are all planned for residential uses with some retail on the ground floor, with the exception of Block 8 (to the northeast of the site, across Third Street), where a public safety building containing a fire and a police station is currently under construction. The blocks south of Mission Bay Boulevard are part of the UCSF Campus.

The project includes a built area of approximately 92,000 gross square feet (gsf), with 80 private bedrooms, each with a bathroom, six shared kitchens, dining rooms, living areas, and play areas (one each per floor), eight laundry rooms, office space, two conference rooms, and one workout room. Proposed project plans, including site plans, floor plans and elevations provided by the project sponsor are included in Appendix B.

The building is organized around eight clusters of guest bedrooms and common areas on the building's upper floors. Each cluster would include 10 guest bedrooms and shared living, dining, kitchen, play area and laundry rooms. The clusters surround a large landscaped multi-use courtyard at the second floor. The guest bedrooms would have two sizes: a single room (independent or adjoined to another single room) and a double suite, with an overall average of three residents per bedroom (about 240 residents).² The ground floor would contain the main lobby, a variety of activity rooms, 10 administrative offices, storage, and utility spaces. The ground floor would also contain a private parking garage with 46 spaces, including two handicapped spaces, for staff and residents. Up to ¼ of the parking spaces could be reserved for staff, with the remaining spaces being allocated to residents.

The proposed project's pedestrian main entrance is located on the south edge of the building (see Figure 3), which is set back approximately 20 feet. Pedestrians will access the building from Mission Bay Boulevard opposite the future Mission Bay Commons Park and near Third Street; a two-vehicle passenger drop-off/pick up (white, approximately 45 feet long) zone is planned in front of the building. The parking garage entrance and exit is on the north side of the site, off of China Basin Street; vehicular access would be via a 20-foot wide two-way access-controlled driveway into the garage, located on the ground floor. Four bicycle parking spaces (metal racks) would be provided inside the garage; as shown in Figure 3, the four bicycle parking spaces would be located below the two exit stairs, two at each location.³

² Alexandra Morgan, CEO, Family House, Inc., written correspondence, August 1, 2012; based on transportation surveys conducted in July 2012 at two existing Family House facilities located at 1234 10th Avenue and 50 Irving Street in San Francisco.

³ Gregg Novicoff, Associate Architect, Leddy Maytum Stacy Architects, written correspondence, October 8, 2012.

About eight administrative employees and six housekeeping employees are expected to work at the proposed project during regular business hours (9 AM to 5 PM), with three additional employees working on later rotations; about eight to ten volunteers would also be expected at the building on a typical day. Once a week, a group of 25 or more individuals would be expected to spend the day performing volunteer work at the site.⁴

Virtually all of the residents would be expected to be served at the UCSF Benioff Children's Hospital in Mission Bay, approximately six blocks to the south of the proposed project, although some could be served at other City facilities depending on their medical needs. Family House resident trips to/from the hospital could occur around the clock and would not be tied to a typical commuter schedule. The residents' mode of travel to/from the UCSF hospital would be mostly dependent on the relative mobility and health of the patients and their families, local weather, and the availability of shuttle bus services offered by UCSF.

As analyzed in the 1998 Mission Bay FSEIR, it is anticipated that the project site would include up to approximately 37 Affordable Housing Units. If the proposed Family House project is implemented, the originally contemplated 37 affordable housing units would be built on the remaining Successor Agency affordable housing parcels in the Central Subarea. The Successor Agency, in conjunction with the Mayor's Office of Housing, has determined that there is adequate capacity on the currently unbuilt sites to allow the development of the 37 affordable housing units consistent with the Mission Bay South Design for Development and the Mission Bay South Plan.

EXISTING TRANSPORTATION CONDITIONS

This section provides a description of the existing transportation conditions in the vicinity of the proposed project. Included in this chapter are descriptions of the existing roadway traffic, transit, pedestrian and bicycle conditions in the area. Figure 4 on the next page presents the roadway and transit network in the vicinity of the project site.

ROADWAY NETWORK

The Project site is accessible by local streets with connections to and from regional freeways and highways in the State system.

Interstate 280 (I-280) provides regional access to the project site from western San Francisco and the South Bay/Peninsula, and to and from downtown San Francisco. In the vicinity of the proposed project, I-280 is a six-lane freeway. I-280 and U.S. 101 intersect to the southwest of the proposed project. Nearby northbound and southbound on- and off-ramps are located between Indiana and Pennsylvania Streets at Mariposa Street and at 18th Street.

Third Street is the principal north-south arterial in the southeastern section of San Francisco, extending northerly from Bayshore Boulevard to Market Street. In the Mission Bay South Area, Third Street generally has two lanes each way, 10-foot wide sidewalks and no parking allowed

⁴ Susan Diamond, Attorney, written correspondence, July 5, 2012.

on either side of the street. The San Francisco General Plan designates Third Street as a Major Arterial in the Congestion Management Network, a Metropolitan Transportation System Street, a Primary Transit Street (Transit Important), a Neighborhood Commercial Street, and a Citywide Bicycle Route (Route #536, Class III) from Townsend Street to Terry François Boulevard. The San Francisco Better Streets Plan identifies Third Street in the Mission Bay Area as a Residential Thoroughway. The east side of the project site is on Third Street, where weekday PM peak hour traffic volumes are about 1,100 vehicles per hour (total both ways).

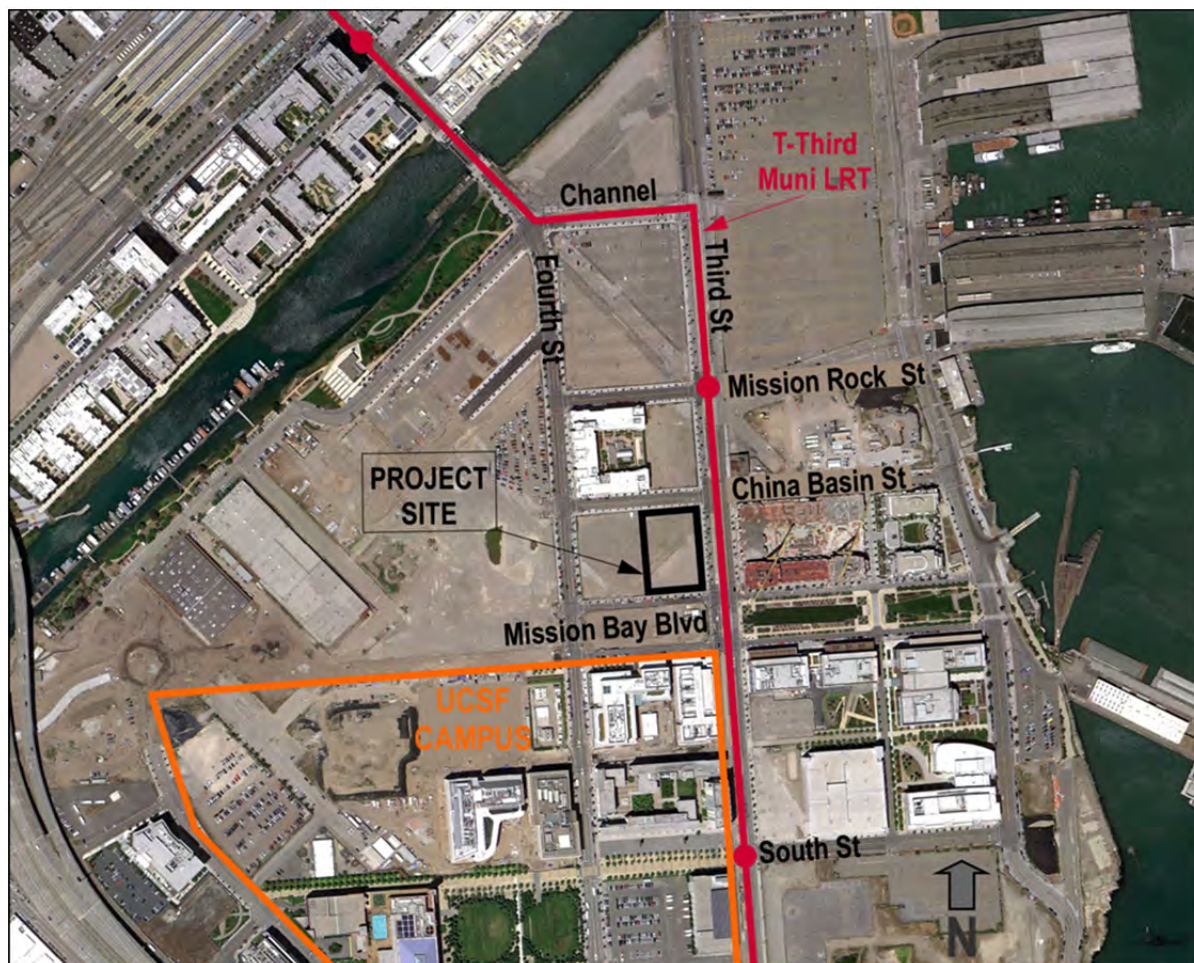


Figure 4
Roadway and Transit Network in the Vicinity
of the Proposed Family House Project Site

Fourth Street is a new north-south two-way street being extended south of Mission Creek as part of the Mission Bay development project. It bisects the Mission Bay South Area and currently connects Channel Street with 16th Street. Fourth Street has one traffic lane and one bike lane each way. Parallel on-street parking and 12-foot wide sidewalks are provided on both sides of the street. The San Francisco General Plan identifies Fourth Street north of Channel

Street as a Major Arterial in the Congestion Management Network, a Metropolitan Transportation System Street, a Primary Transit Street (Transit Important), and a Neighborhood Commercial Street. The San Francisco Better Streets Plan identifies Fourth Street within Mission Bay as a Residential Throughway from King Street to Channel, as a Neighborhood Commercial Street from Channel to Mission Bay Boulevard, and as a Mixed Use Street from Mission Bay Boulevard to Mariposa Street.

China Basin Street is a new east-west local access street under construction. It is located at the north side of the proposed project site and currently extends from Fourth Street to Terry François Boulevard; it will eventually be extended to future Long Bridge Street, two blocks to the west. The San Francisco Better Streets Plan identifies China Basin Street as a Neighborhood Residential Street. There is no vehicular or pedestrian access across Third Street at China Basin Street; allowed vehicular movements are right-turn in/right-turn out only. China Basin Street has one traffic lane each way, with 12-foot wide sidewalks and parallel parking on both sides.

Mission Bay Boulevard is a new east-west one-way couplet currently under construction. It is located at the south side of the project site and currently extends from Fourth Street to Terry François Boulevard; it will eventually connect to the Mission Bay Circle approximately 1,300 feet to the west. The San Francisco Better Streets Plan identifies Mission Bay Boulevard as a Parkway. Mission Bay Boulevard North and Mission Bay Boulevard South each have one lane, with 12-foot wide sidewalks and parallel parking on the right hand side of the street. Weekday PM peak hour traffic volumes are about 40 vehicles per hour (total both ways).

TRANSIT NETWORK AND SERVICE

The project site is served by a combination of public transit provided by the San Francisco Municipal Railway (Muni), with shuttle bus service provided by UCSF and the Mission Bay Transportation Management Association. Regional service is provided by BART (East and Peninsula), SamTrans (South Bay/Peninsula), AC Transit (East Bay), and Golden Gate Transit (North Bay) all located in the vicinity of the Transbay Transit Terminal and the Ferry Building, approximately two miles to the north of the project site. In addition, rail service to and from the South Bay/Peninsula is provided by Caltrain from its Depot at the corner of King and Fourth streets, approximately ½ mile to the north of the project site.

San Francisco Municipal Railway (Muni) provides transit service within the City and County of San Francisco, including bus (both diesel and electric), light rail (Muni Metro), cable car, and electric streetcar lines. Muni Metro T-Third light rail line connects downtown with the southeastern part of the city running on a semi-exclusive median along King, Fourth and Third streets; it operates daily between 5 AM and midnight with weekday headways of approximately 10 minutes, and 15 minutes on weekends. As shown in Figure 3, the closest northbound stop is located at the intersection of Third and Mission Rock Streets, while the closest southbound stop is located at the intersection of Third and South Streets.

Table 1 summarizes the utilization of the Muni T-Third line operating in the vicinity of the project during the weekday PM peak hour based on ridership and capacity data provided by Muni at the maximum load point (MLP) collected as part of SFMTA Transit Effectiveness Project (TEP, see Appendix C). The MLP is the location where the route has its highest number of passengers

relative to capacity. Muni assigns a maximum capacity estimate to each line based on the seated plus standing capacity of each vehicle type operating on a transit line. In addition, Muni's Short-Range Transit Plan (S RTP) defines a maximum utilization factor to be used for planning purposes, which is 85 percent of the maximum vehicle capacity. As shown in Table 1, the T-Third line currently operates below Muni's maximum utilization factor (85 percent) and has available capacity at the MLP to accommodate additional passengers.

Table 1
Existing Muni Service Utilization – Weekday PM Peak Hour

Route	Direction toward	Maximum Load Point (MLP)			
		Location	Ridership ^[a]	Capacity ^[a]	Utilization
T-Third	Bayshore	The Embarcadero/Folsom	508	714	71%
	Downtown	Van Ness Station	601	830	72%

Note:

[a] Data collected in 2010 by Muni.

Source: SF Planning Department, Transit Data for Transportation Impact Studies, Table: Route Load and capacity by Time Period and Direction of Travel, December 18, 2012.

UCSF provides free bus services to transport UCSF faculty, staff, students, patients and visitors between the Mission Bay campus and other major campus sites (Parnassus Heights, Mt Zion, SF General Hospital) and secondary destinations (e.g., 654 Minnesota Street). The shuttle system is primarily designed to facilitate work-related travel between UCSF locations and reduce single-occupancy inter-campus trips during the day, but it also offers linkages to major transit service providers such as BART and Caltrain. The buses operate on a regular schedule Monday through Friday throughout the year, excluding campus holidays at 15- to 20-minute headways; some shuttles pick up after hours and on weekends.

Mission Bay Transportation Management Association (MBTMA), formed several years ago, in conformance with mitigation measures identified in the Mission Bay Plan FSEIR, provides two shuttle bus route services (east and west) between Mission Bay and the Powell BART Station and the Caltrain Depot; they are free of charge and open to all employees, residents, and visitors to the Mission Bay Area and the China Basin Landing building. The west route serves Seventh and Owens Streets, while the east route serves Third Street and Terry François Boulevard; both operate at 15-minute intervals from 7 to 10 AM and 3:45 to 8:15 PM.

PEDESTRIANS AND BICYCLISTS

Sidewalks are provided on both sides along Third Street, Fourth Street, and China Basin Street, as well as on the north side of Mission Bay Boulevard North. The intersections of Mission Bay Boulevard with Third Street and with Fourth Street are signalized and equipped with pedestrian countdown signal heads. Sidewalks and crosswalks were observed to operate at free-flow conditions due to the relatively low level of development in the area, with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians.

No streets in the vicinity of the project site have been designated as Citywide Bicycle Routes in the San Francisco Bicycle Plan. On the other hand, the Mission Bay Redevelopment Plan

designates Fourth Street as Class II bicycle route between Channel Street and 16th Street, and as a Class III bicycle route between 16th Street and Mariposa Street (which UCSF plans to upgrade to a Class I bicycle route as part of the UCSF Medical Center/Fourth Street Pedestrian Plaza projects).⁵

The proposed project would provide four bicycle parking spaces (metal racks) inside the garage, located below the two exit stairs, two at each location. The Mission Bay South Design for Development standards require at least one secure bicycle parking space to be provided for every 20 vehicular parking spaces or fraction thereof. The proposed project would provide four bicycle parking spaces in the 46-vehicle garage and would therefore exceed the minimum Design for Development requirements.

TRAVEL DEMAND

Project travel demand refers to the new person- and vehicle-trips that would be generated by or attracted to the proposed project. This section provides an estimate of the travel demand that would be expected to/from the proposed project based on factors developed from recent surveys conducted at existing Family House facilities in San Francisco. Given that the proposed project is a non-standard use for which no travel demand information is presented in the SF Guidelines, Advant Consulting has develop project-specific trip generation rates, modal split percentages and average vehicle occupancy rates using the information obtained from the field data collection efforts. The results have then been compared to those presented in the SF Guidelines for residential uses, as well as those used in the FSEIR.

SURVEY DATA COLLECTION

In order to determine the travel demand characteristics of the proposed project, one week field surveys were conducted from Wednesday, July 11 through Tuesday, July 17, 2012 at two existing Family House facilities near UCSF Parnassus Heights Campus located at 1234 10th Avenue, between Lincoln Way and Irving Street, and 50 Irving Street, near the corner with Second Avenue. The existing facilities include a combined total of 34 bedrooms (combination of 2 and 3+ bedroom units) with 105 residents and 51 personnel (11 staff and 40 volunteers). The counts were conducted by Family House staff each day during the morning and evening peak commute periods, from 7 to 9:30 AM and from 4 to 6 PM.

These two existing Family House facilities were considered representative of the proposed project for transportation analysis purposes because, similar to the project, the existing facilities are both located in close proximity of a UCSF medical center (Parnassus campus) and within walking distance of Muni Metro light rail service (N-Judah)⁶. The proposed project is expected to be operated by Family House in a similar manner to these two facilities.

⁵ Class I bicycle facilities are physically separated and generally on a separate path from motor vehicle traffic, Class II bicycle facilities are delineated bicycle lanes adjacent to the curb lane, and Class III bicycle facilities are signed routes only, where bicyclists share travel lanes with vehicles (some on narrow streets, and some on streets with wide curb lanes).

⁶ The 1234 10th Avenue facility is located approximately 800 feet from the nearest N-Judah stop and 3,000 feet from the Parnassus campus; 50 Irving Street is adjacent to the N-Judah line and less than 500 feet from the Parnassus campus main entrances.

The surveys separately tallied the number of employees and residents entering and exiting the buildings during the survey periods, the time when it occurred, if they drove to/from the buildings, and if so, if their vehicle was parked on site. A summary of the travel demand data is presented in the next section below; more detailed information is included in Appendix D.

TRIP GENERATION, MODAL SPLIT AND AVERAGE VEHICLE OCCUPANCY RATES

The weekday PM peak hour trip generation characteristics for the existing Family House buildings in the vicinity of UCSF Parnassus Heights Campus is summarized in Table 2; the analysis focuses on the PM peak hour since that's the period evaluated in the FSEIR to assess potential transportation impacts.

Table 2
Weekday PM Peak Hour Trip Generation Characteristics
at Existing Family House Facilities ^[a]

Characteristic	Population Group ^[b]			All Populations
	Staff/ Volunteers	Deliveries/ Other	Residents	
Population	51 ^[c]	---	105	156
Avg. PM peak hour person-trips	7 25%	1 4%	20 71%	28 100%
PM peak hour trip directionality ^[d]				
- Inbound trips	19%	60%	46%	39%
- Outbound trips	81%	40%	54%	61%
% of total trips by vehicle ^[d]	54%	67%	35%	40%
Average persons per vehicle ^[d]	1.1	1.0	2.2	1.6

Notes:

[a] Based on surveys conducted in July 2012 at two existing Family House facilities located at 1234 10th Avenue and 50 Irving Street in San Francisco.

[b] Combined results for both facilities; more detailed information is presented in Appendix D.

[c] 11 staffers and 40 volunteers, Alexandra Morgan, CEO, Family House, Inc., August 1, 2012.

[d] Total for all the time periods surveyed.

Source: Family House, Adavant Consulting, July 2012.

As shown in Table 2, a combined average of 28 total person-trips occurred at the two Family House facilities during the weekday PM peak hour; over 70 percent of the trips were made by residents. More than 60 percent of the total person-trips during the weekday PM peak hour were outbound, their directionality being more pronounced (81 percent) within the staff/volunteers group, as could be expected because they are leaving their place of employment at the end of their work day. Approximately 40 percent of all the trips were by vehicle, with the smaller proportion of vehicle-trips attained by residents; the combined average vehicle occupancy is 1.6 persons per vehicle. Table 3 summarizes the weekday PM peak hour person- and vehicle-trip rates based on the results presented in the previous table.

Table 3
Weekday PM Peak Hour Trip Generation Rates
at Existing Family House Facilities ^[a]

Number of bedrooms ^[b]	34
PM peak hour person-trips per bedroom	0.84
PM peak hour vehicle-trips per bedroom	0.21

Notes:

[a] Based on surveys conducted in July 2012 at two existing Family House facilities located at 1234 10th Av and 50 Irving St in San Francisco.

[b] Combined results for both facilities; more detailed information is presented in Appendix D.

Source: Adavant Consulting, July 2012.

TRIP GENERATION RATE COMPARISON

In order to ascertain that the trip generation rates estimated in Table 3 are valid, a reasonableness check was performed; the new rates for the Family House project were compared against similar residential rates taken from the SF Guidelines and from the FSEIR. The results are shown in Table 4.

As shown in Table 4, the PM peak hour trip generation rates for the Family House buildings are within the range of those gathered from the other two sources. Both the person- and vehicle-trip rates per bedroom for the Family House are below those shown in the SF Guidelines for studio and 1-bedroom units, but above those shown for senior housing, which was to be expected. Family House families would live in shared quarters with common services (e.g., cleaning, kitchen, entertainment, deliveries), and would therefore generate fewer trips (e.g., consolidated repair, service, mail, other delivery trips) than a standard residential dwelling; senior housing due to the nature of its residents would be expected to generate/attract fewer trips per dwelling unit and bedroom than any other type of housing.

The Family House trip generation rates are also below those used in the 1998 Mission Bay FSEIR for residential uses, which are somewhat halfway between those shown in the SF Guidelines for 2+ and 1-bedroom/studio units, reflecting a combination of various residential unit sizes assumed as part of the Mission Bay Plan. Thus, the Family House project would result in a lower PM peak hour travel demand per unit (40 percent less person-trips and 70 percent less vehicle-trips), compared to the residential uses considered in the FSEIR.

Table 4
Weekday PM Peak Hour Trip Generation Rate Comparison

Trip Rate	SF Guidelines ^[a]			1998 MB FSEIR ^[b]	Family House Survey ^[c]
	2+ bedrooms	1 bedroom/ studio	Senior Housing		
PM peak hour person-trips					
- per dwelling unit	1.73	1.30	0.30	1.46 ^[d]	---
- per bedroom	0.87	1.30	0.30	0.86 ^[f]	0.84
PM peak hour vehicle-trips					
- per dwelling unit	0.43 ^[e]	0.33 ^[e]	0.08 ^[e]	0.70 ^[d]	---
- per bedroom	0.22	0.33	0.08	0.41 ^[f]	0.21
PM peak hour trip directionality					
- Inbound trips	66.5%	66.5%	66.5%	66.5%	39.4%
- Outbound trips	33.5%	33.5%	33.5%	33.5%	60.6%

Notes:

[a] Transportation Impact Analysis Guidelines for Environmental Review, SF Planning Department, 2002.

[b] Mission Bay FSEIR, SF Redevelopment Agency, 1998.

[c] Based on transportation surveys conducted in July 2012 at two existing Family House facilities located at 1234 10th Av and 50 Irving St in San Francisco.

[d] Trip generation rates used in the 1998 MB FSEIR were derived from the 1991 SF Guidelines and related documents.

[e] Based on mode share and vehicle occupancy ratios for Superdistrict 3 (SF Guidelines, Table E-15)

[f] The 1998 MB FSEIR assumed an overall average of 1.7 bedrooms per dwelling unit for the South Plan Area.

Source: Adavant Consulting, January 2013.

On the other hand, there are substantial differences in trip directionality during the weekday PM peak hour between the Family House buildings and more typical residential uses. As shown in Table 4, the trip directionality for the residential uses taken from the SF Guidelines and the FSEIR indicate that 2/3 of the trips are inbound towards the residence and 1/3 outbound. The directionality of the Family House buildings is almost the opposite, with the majority (61 percent) of the trips traveling outbound. This can be explained by the fact that Family House residents have fairly balanced trip directionality during the PM peak hour (Table 2, p. 9), while workers/volunteers, which represent ¼ of all the trips, are over 80 percent outbound.

PROPOSED PROJECT TRAVEL DEMAND

Applying the trip generation rates shown in Tables 2 and 3 to the expected number of units and staff proposed by the project, it is possible to estimate the number of PM peak hour person- and vehicle-trips generated by and attracted to the proposed Family House building for each of its components. This information is summarized in Table 5, which shows that the proposed project would generate 67 person-trips and 18 vehicle-trips during the weekday PM peak hour. Additional detailed calculations are presented in Appendix D.

Table 5
Weekday Trip Generation for the Proposed Project ^[a]

Characteristic	Population Group			All Populations
	Staff/ Volunteers	Deliveries/ Other	Residents	
PM peak hour person-trips				
- By auto or truck	9	2	17	28
- Other	8	0	31	39
- Total	17	2	48	67
PM peak hour vehicle-trips				
- Inbound	2	1	4	7
- Outbound	6	1	4	11
- Total	8	2	8	18
Daily parking demand (spaces) ^[b]	13 ^[c]	---	39	52

Notes:

[a] Detailed calculations are presented in Appendix D.

[b] Number of daily residents, staff and volunteers multiplied by the percentage of those who drive and divided by their respective average vehicle occupancy.

[c] Assumes 17 employees and 10 volunteers on a typical day.

Source: Family House, Advant Consulting, August 2012.

PARKING SUPPLY AND DEMAND

The daily parking demand presented in Table 5 has been estimated based on the expected number of residents, staff and volunteers, and the estimated percentage of those who would drive to the site; the detailed calculations are shown in Appendix D. The estimated parking demand for the proposed project (52 spaces) would be six spaces above the proposed capacity of the ground level garage (46 spaces). The parking demand estimate includes 10 volunteers in addition to the 17 staff, who could come to the building on a typical day. The parking deficit corresponds, for the most part, to the volunteers since the proposed garage would virtually accommodate the expected demand from staff and residents (8 spaces for staff and 39 spaces for residents, for a total demand of 47 spaces).

The Mission Bay South Design for Development standards require a maximum of one parking space to be provided for every dwelling unit, plus a minimum and a maximum of one space for each 1,000 square feet of gross floor area. The proposed project would provide 46 parking spaces to accommodate 80 residential bedrooms and approximately 1,600 gsf of office. Assuming an equivalency of 1.7 bedrooms per dwelling unit based on the 1998 Mission Bay FSEIR, the proposed project would be allowed to provide up to 49 parking spaces⁷ and would therefore comply with the Design for Development requirements.

⁷ 80 bedrooms would result in 47.1 dwelling units, allowing for a maximum of 47.1 parking spaces. In addition, 1.6 parking spaces would be allowed for office uses, for a total of 48.7 parking spaces.

LOADING DEMAND

The proposed project would generate a loading demand for 1.2 spaces during the average loading hour and one space during the PM commuter peak hour (see Appendix D). The Mission Bay South Design for Development standards do not require the provision of off-street loading/service parking spaces for those residential or commercial below 100,000 gsf. The proposed project would therefore comply with the Design for Development minimum requirements.

MISSION BAY AREA DEVELOPMENT

This section provides a description of the future development in the Mission Bay Area being planned as part of the Mission Bay Area Plan and the UCSF, and provides a comparison between the expected future travel demand generated/attracted by the Family House project and the overall demand for the South Plan Area. As noted above in the Project Description, if the proposed family House project is implemented, the 37 affordable housing units currently programmed for Block 7 East would be accommodated elsewhere in the South Plan Area. Therefore, for purposes of the cumulative transportation assessment, the Family House project is considered a development addition to the South Plan Area. The comparison will show that the contribution of the Family House project to the overall transportation system in the area is below the typical values that can be expected due to daily variations in travel demand.

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 previously shown in Figures 1 and 2 (pp. 2 and 3). The San Francisco Board of Supervisors certified the FSEIR for the Mission Bay plan in September 1998 and established the Mission Bay North and South Redevelopment Plan Areas two months later. 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 gsf of city- and neighborhood-serving retail space;
- A 43-acre UCSF site, containing 2.65 million gsf of instruction, research, and support space;
- A mix of approximately 6.5 million gsf of life sciences research and development, technology, and office space, 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 FSEIR evaluated the potential impacts of several alternatives and variants to the Mission Bay Plan (“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 FSEIR as the “Combination of Variants”⁸ and reflects changes and enhancements proposed by the project sponsors to the original Mission Bay Plan, who envisioned a more intense development. Table 6 is a summary of the land use differences between the Proposed Project, as was proposed in the FSEIR, and the project as approved (“Approved Project”) by the Board of Supervisors (Combination of Variants Alternative).

Table 6
Mission Bay Development Plan Program Comparison
Summary of Proposed Development by Land Use

Land Use	Proposed Project ^[a]	Approved Project (Combination of Variants) ^[b]	Change
Residential Units	6,090	6,090	0
Commercial Industrial and Office (gsf)	5,557,000	6,621,000	1,064,000
Retail (gsf)	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 (gsf)	2,650,000	2,650,000	0

Notes:

[a] Defined as the Proposed Project in the FSEIR, Volume I, Table III.A.1, p. III.2.

[b] Defined in the FSEIR, Volume II, Table VII.G.1, p. VII.50; virtually the same as the project 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: Mission Bay FSEIR, San Francisco Planning Department, September 1998.

As shown in Table 6, the Approved Project represents a 37 percent reduction in retail space compared to the Proposed Project, 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.

UCSF MISSION BAY

As described in the previous section, the Mission Bay Redevelopment Plan includes a UCSF campus. It comprises 12 blocks west of Third Street, east of Owens Street, and north of 16th Street (see Figures 1 and 2, pp. 2 and 3) and would contain 2.65 million gsf 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

⁸ Mission Bay FSEIR, Volume II, pp. VII.46 to VII.66, San Francisco Planning Department, September 1998.

an equivalent amount of approved support uses. The LRDP Amendment #1 EIR⁹ showed that the proposed replacement of support uses by student housing would represent 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 the Mission Bay FSEIR.

In 2008, UCSF initiated the environmental review for a proposed UCSF Medical Center to be located in the Mission Bay South Plan Area. The center would consist of a hospital, an ambulatory care center (ACC), an energy center, and parking. As shown in Figure 2 (p. 3), 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, bisecting the site. The Medical Center project would be constructed in two major phases, with the first phase (LRDP Phase) being completed by 2015, and the second (Future Phase) assumed to be completed by 2025 or later.

The first phase, currently under construction, includes the Children's, Women's and Cancer Hospitals with a total of 289 beds, an Outpatient Building, a Cancer Outpatient Building, and a central utilities plant on the east side of future Fourth Street totaling approximately 993,500 gsf in size; structured and surface parking is being built on the parcels to the west of future Fourth Street. The second phase of the project would provide an additional 793,500 gsf of Medical Center development, including an additional 261 beds, hospital support facilities and parking accommodations. Upon completion of both phases, the Medical Center at Mission Bay project would provide a 550-bed hospital, an outpatient facility, cancer outpatient facility, and associated support space and parking (1,300 to 2,000 spaces), totaling approximately 1,787,000 gsf, excluding parking.

PUBLIC SAFETY BUILDING

In 2009, the City initiated the process of planning a Public Safety Building on Block 8 in Mission Bay South. Block 8 (See Figure 1, p. 2) is an approximately 1.5-acre site bounded by Mission Rock, Third, and China Basin Streets, which is located across Third Street and to the north of the proposed Family House project. The Public Safety Building consists of the development of a six-story public facility of approximately 320,200 gsf and the reuse of the existing 6,200-gsf Fire House No. 30, built in 1928 located in Block 8. The Public Safety Building will incorporate a local police station, the police headquarters (administrative functions), a local fire station, and parking.

In January 2010, the SFRA determined that the Mission Bay Public Safety Building did not entail any substantial changes that would require major revisions to the Mission Bay FSEIR¹⁰, nor would there be new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The building is currently under construction.

⁹ UCSF LRDP Amendment #1 Final SEIR, Tables 3-3 and 3-4, pp. 3-14 and 3-15, January 17, 2002.

¹⁰ Mission Bay FSEIR Addendum ER-919-97, Addendum # 7, San Francisco Redevelopment Agency, January 7, 2010.*

BLOCK 1 PROJECT

Block 1 in the Mission Bay South Redevelopment Area is a 2.7-acre site located north of Channel Street, west of Third Street, east of Fourth Street and southeast of Mission Bay Park P3 along the China Basin Channel (see Figure 1, page 2). The Block 1 project sponsor has submitted a request for an Amendment to the Mission Bay South Redevelopment Plan (“Plan Amendment”), an Amendment to the Mission Bay South Owner Participation Agreement (OPA Amendment”), and an associated Major Phase Application, which is consistent with the proposed Plan and OPA Amendments, (“Block 1 Project”) for Block 1 to the Successor Agency and is seeking approval that would permit the development of up to 350 dwelling units, 250 hotel rooms and 25,000 sf of retail in lieu of the 500-room hotel and 50,000 sf of retail currently envisioned for the site in the Mission Bay South Plan; the 350 dwelling units would represent an increase in the total number of dwelling units currently permitted within the South Plan Area.

A transportation assessment prepared for the Successor Agency¹¹ showed that the proposed change in development uses and intensities in Block 1 would represent an overall decrease in the number daily vehicle trips generated/attracted at the site, and an increase in transit trips of less than 2 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 the Mission Bay FSEIR.

MISSION BAY TRAVEL DEMAND

Table 7 below provides a summary of the travel demand for the Mission Bay Approved Project and the different scenarios added to the Approved Project since that time in terms of person-trips and vehicle-trips for the weekday PM peak hour conditions.

As shown in Table 7, the travel demand generated by the proposed Mission Bay Family House Project in Block 7 East represents less than 0.6 percent of the travel demand generated in the Mission Bay South Plan Area during the PM peak hour, well within the expected daily variations of traffic.

¹¹ Technical Memorandum: Transportation assessment for the proposed development of a mixed-use project located in Block 1 of the Mission Bay South area of San Francisco; prepared for the Successor Agency to the San Francisco Redevelopment Agency by Adavant Consulting, May 15, 2013

Table 7
Mission Bay South Plan Area Plan Travel Demand
Weekday PM Peak Hour Trips Comparison

Scenario	Person-trips		Vehicle Trips
	Auto	Other Modes [a]	
Mission Bay Approved Project (FSEIR Combination of Variants Alternative) [b]	12,845	7,180	9,670
Office/R&D at Blocks 36-39 and X3 per the FSEIR [c]	-2,097	-1,033	-1,490
UCSF Medical Center at Blocks 36-39 and X3 [d]	1,591	740	1,014
Mission Bay Public Safety Building in Block 8 [e]	259	106	195
Mission Bay Block 1 Project [f]	29	288	106
Total 1 - Mission Bay Approved Project with UCSF Medical Center, MB Public Safety Building and Block 1 Project	12,627	7,281	9,495
Difference with Mission Bay Approved Project	-218 -1.7%	101 1.4%	-175 -1.8%
Mission Bay Family House Project in Block 7 East [g]	28	39	18
Mission Bay Family House Project as a % of the Mission Bay Approved Project	0.22%	0.54%	0.19%
Total 2 - Mission Bay Approved Project with UCSF Medical Center, Public Safety Building and Family House Project	12,655	7,320	9,513
Difference with Mission Bay Approved Project	-190 -1.5%	140 1.9%	-157 -1.6%

Notes:

[a] Transit, walk, bicycle, taxi, etc.

[b] Defined in Mission Bay FSEIR, Volume II, Table VII.G.3, p. VII.56; virtually the same as the project approved by the Board of Supervisors in 1998.

[c] Derived from land uses assigned to the West Subarea; Mission Bay FSEIR, 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.

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

[e] Mission Bay Public Safety Building Transportation Assessment Final Report, prepared for the City and County of San Francisco Department of Public Works by Adavant Consulting, January 6, 2010.

[f] Technical Memorandum: Transportation assessment for the proposed development of a mixed-use project located in Block 1 of the Mission Bay South area of San Francisco; prepared for the Successor Agency to the San Francisco Redevelopment Agency by Adavant Consulting, May 15, 2013

[g] See Table 5, p. 12 in this technical memorandum.

Source: Adavant Consulting from various sources – May 2013

Furthermore, as indicated in the table, the replacement of research and office uses originally planned in the FSEIR for Blocks X3 and 36 to 39 with the UCSF Medical Center, plus the addition of the Public Safety Building in Block 8 and the Block 1 Project represents a 1.7 and 1.8 decrease in the number of PM peak hour auto person and vehicle-trips, respectively, that would be generated in the Mission Bay South Plan Area; the expected 1.4 percent increase in person-trip travel by other modes (transit, walk, taxi, etc.) would fall well within the expected daily variations in travel demand. These percentages would not change substantially with the addition of the proposed project, as indicated at the bottom of Table 7.

CONCLUSIONS

This technical memorandum is a summary of the results of a transportation assessment conducted for a proposed project consisting of an 80-bedroom social services facility providing temporary housing to families, to be built by Family House, Inc. on the eastern portion of Block 7 in the Mission Bay South Plan Area in San Francisco.

The proposed project would average 17 employees, 10 volunteers and about 240 residents at the site on a typical weekday, which represents a PM peak hour demand of 67 person-trips and 18 vehicle-trips (total both ways).

The Approved Project in the Mission Bay FSEIR did not assume that such a facility would be accommodated in the Mission Bay South Plan Area. On the other hand, the addition of the proposed project would represent less than a 0.25 percent increase in the number of auto person-trips (28 of 12,845) or vehicle-trips (18 of 9,670) generated/attracted during the PM peak hour when compared to the Approved Project in the Mission Bay FSEIR, which would fall well 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 proposed project show sufficient capacity at project build-out under the Approved Project to accommodate the very modest increase in traffic expected as a result of the proposed project.

The proposed project would also increase the transit ridership in the Mission Bay Area by about 1 percent (up to 39 of 4,210) during the PM peak hour periods compared with the Approved Project, which would fall well 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, shows sufficient existing capacity, and includes two stops in the median of Third Street, at Mission Rock Street and at South Street, about two blocks each from the proposed project site. The proposed project would not cause the T-Third to exceed Muni's maximum utilization factor.

In addition, the proposed project complies with the established requirements in regard to pedestrian, bicycle and loading/service vehicle conditions as contained in the Design for Development South standards. The proposed project will also have to comply with the 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 plus the construction of the Public Safety Building in Block 8, both within the South Plan Area, represent a three percent reduction in the number PM peak hour trips, compared to the Approved Project. This is a greater reduction than the increase in trips caused by the proposed project.

Moreover, no transportation related issues such as street widths, roadway alignments, or traffic congestion has been observed that would preclude a rapid response by SFFD and SFPD vehicles and personnel to the project site. The proposed Public Safety Building in Block 8, which would include a police and a fire station, would be located across Third Street from the proposed project site.

The estimated parking demand for the project (52 spaces) would be six spaces above the capacity of the proposed garage (46 spaces). 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. The parking deficit can be attributed to volunteers who could come to the building on a typical day and whose number can vary from a typical eight to 10 per day, to 25 or more, depending on the day activities. If driving to the site, volunteers could park either on the street (Fourth Street and Mission Bay Boulevard) where some metered parking will be provided, at existing parking garages (Third Street at South Street), or at surface lots (Third Street at Mission Rock Street).

Thus, based on the definition of the proposed Family House Mission Bay project, the proposed development change in Block 7 East would represent a very modest increase in the number of person or vehicle-trips occurring in the Mission Bay South Plan Area, and therefore, its implementation is not expected to create any significant transportation impacts beyond what was identified in the Mission Bay FSEIR.

APPENDICES

APPENDIX A

SCOPE OF WORK

Scope of Work

Transportation Study for a temporary housing project to be located in the Mission Bay South area of San Francisco

Third Draft: June 22, 2012

Advant Consulting is pleased to submit this draft scope of work for review by the SF Planning Department's Environmental Planning Division and the Community Reinvestment Division of the City Administrator's Office (CRD) as the successor to the San Francisco Redevelopment Agency to prepare a transportation study for a proposed small, social service facility that would provide temporary housing to be located on the eastern portion of Block 7 in Mission Bay South in San Francisco (See Figure 1). The project site is located on a portion of an undeveloped block bounded by China Basin Street to the north, Fourth Street to the west, Third Street to the east, and Mission Bay Boulevard to the south. The site was originally planned for below-market residential use in the Mission Bay South Area Plan.

Family House is an independent non-profit organization that provides subsidized temporary housing for families whose family members are being treated for cancer and other life-threatening illnesses located primarily at UCSF. UCSF will open the UCSF Benioff Children's Hospital at Mission Bay in 2015 and has requested Family House to build a new facility in Mission Bay near the new hospital. The geographic proximity to the UCSF hospital is important since many patients for whom Family House provides temporary housing are being treated as outpatients, and at the same time, required to stay in a sanitary environment within close proximity of the hospital's emergency room.

The proposed new Family House at Mission Bay includes a building area of approximately 90,000 square feet, with 80 private rooms each with a bathroom, four shared kitchens, dining rooms, living areas, and play areas (one each per floor), eight laundry rooms, office space, two conference rooms, and one workout room. The proposed project will also provide 41 off-street parking spaces.

As proposed, the transportation study will address the existing transportation network in the vicinity of the project site and assess any potential transportation impacts associated with the new social service facility by comparing the travel demand of the proposed project with that of the originally planned below-market housing units. This draft scope of work follows the San Francisco Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 (SF Guidelines), as applicable, and is subject to final approval by SF Planning Department's Environmental Planning Division staff.



Figure 1
Family House Project Site – Block 7 East, Mission Bay Area South

Task 1 – Project Scoping

The SF Planning Department's Environmental Planning Division requires that the scope of work for the transportation study be reviewed and approved by the Division's designated transportation planner and environmental staff coordinator prior to commencement of any work by the project sponsor transportation consultant. Advant Consulting's project manager will meet and consult with Division and CRD staff to review, discuss and modify this draft scope of work prior to final approval. The discussions will focus on items such as:

- Data collection (need for new counts, locations, time periods, etc.),
- Assumptions (study area, land use types, cumulative growth, etc.),
- Methodology (trip generation methodology and appropriate sources, travel forecasts, etc.), and
- Proposed project relationship to the Mission Bay South Area project.

Comments from City staff will be incorporated into the final version of the scope of services.

Task 2 – Background and Project Description

Adavant Consulting will prepare a Background and Project Description on section that describes the relationship between the project and the overall Mission Bay South Area and summarizes the transportation studies conducted in the area since the completion of the 1998 Final Mission Bay Subsequent Environmental Impact Report (FSEIR). This section will also include a brief description of the existing uses on the site and the adjacent land uses, and a description of the proposed project, including the location, land use types and intensities, and pedestrian access. The project description will also include the number and type of off-street parking spaces that would be provided and vehicular access to those spaces. A site plan of the proposed project will be included as provided by the project sponsor.

Task 3 – Document Existing Conditions

Using traffic and transportation data previously collected as part of on-going or past projects in the area, Advant Consulting will document existing traffic, transit, parking, pedestrian bicycle and emergency vehicle access conditions in the vicinity of the project site, within the Mission Bay South Plan area.¹ The documentation of existing conditions will include a base map and text for the study area, describing the site designations, street names, number of lanes, traffic flow directions, and vehicular access to the project site; a discussion of Muni and other shuttle bus and regional transit services within the study area, including bus routes and bus stop locations; a qualitative description of pedestrian and bicycle conditions, and the description and mapping of existing and proposed bicycle routes; and a description of the existing emergency vehicle access routes to the project site. No new data collection efforts are being proposed as part of this scope of work.

[Note to reviewers: Traffic counts from October 2011 are available from a UCSF study at Third/Mission Bay Blvd and intersections to the south. The available data and existing conditions analysis will be discussed at the upcoming June 24 meeting at Planning.]

Task 4 – Determine Changes in Travel Demand

Adavant Consulting will assess the magnitude of change in person- and vehicle travel demand that the proposed project represents compared to the analyses performed in the FSEIR. The trip generation rates, modal split percentages and average vehicle occupancy rates for the previously proposed use at Block 7 will be taken from the data presented in the FSEIR for that location.

Given that the proposed project is a non-standard use for which no travel demand information is presented in the SFGuielines, Advant Consulting will develop project-specific trip generation rates, modal split percentages and average vehicle occupancy rates using information provided by Family Housing. This information will include the expected number of residents, support staff, office employees, etc., as well as their expected travel patterns.

¹ The Mission Bay South Plan Area is bounded by the Mission Bay Creek to the north, Mariposa Street to the south, the San Francisco Bay to the east and the Caltrain tracks (Mississippi and Seventh streets) to the west. The Mission Bay South Plan Area excludes Seawall Lot 337, also known as Lot A, which is under the Port of SF jurisdiction and is currently used as surface parking. (See map at the end of this document.)

[Note to reviewers: Project sponsor has indicated that there will be 8 employees from 9 to 5 plus 3 additional employees after hours through the night; I would use these plus the 80 bedrooms as a start to develop the project travel demand. I understand they have a similar house near Parnassus hospital, but not sure it is worth surveying it.]

The net change in travel demand will be calculated by adding the proposed project to the development of Block 7 as it was presented in the FSEIR, and then subtracting any planned reductions in the intensity of the original development resulting from the construction of the proposed project (if appropriate) or due to other on-site development changes. The parking demand for the proposed project will be calculated and compared to the demand estimated in the FEIS for Block 7.

[Note to reviewers: The on-site development changes mentioned in the paragraph above refer to proposed project changes in Block 7; other changes in MB South will be described in the Background section, as suggested by Viktoriya.]

Adavant Consulting will consult with Environmental Planning Division and CRD staff on the methodology for the development of the project-specific travel demand and the magnitude of change in proposed development for Block 7 prior to proceeding with an analysis described in subsequent tasks.

Task 5 – Assessment of Potential Transportation Impacts

Adavant Consulting will perform a comparison of development and travel demand between the results presented in the FSEIR and those resulting from the travel demand changes presented in Task 4, both at the local (residential subarea) and larger (Mission Bay South area) levels. The comparison will also take into account development changes in the Mission Bay South area that have been approved since the FSEIR was adopted, such as the provision of student housing at the UCSF Research campus, the replacement of R&D/Office use at Blocks X3 and 36 to 39 with the UCSF Medical Center, or the Public Safety Building for SFPD and SFFD to be built in Block 8.

It is likely, based on the current definition of the proposed project, that the proposed development change in Block 7 would represent only a modest increase in the number of person or vehicle trips occurring in the Mission Bay South area for the daily and PM peak hours periods. Therefore, it is expected that Advant Consulting will be able to identify potential transportation impacts associated with the proposed project, if any, after the development comparison described above is completed without the need to perform further analyses.

[Note to reviewers: Given the type and size of the proposed project it is expected that the impact analysis could be addressed by calculating and analyzing the travel demand only, and indicating that the change is within the expectations of the original FEIS, similar to what was done for the Public Safety Building analysis. Under this approach, no data would be collected, no intersection level of service calculations would be performed, and no analysis of cumulative conditions would be necessary.]

Adavant Consulting will consult with Environmental Planning Division and CRD staff on the results of this task to determine if further transportation impact analyses are necessary. Any additional work that might be necessary would be considered outside of this scope of work and would be defined and conducted as part of a separate document.

Task 6 – Documentation

Adavant Consulting will prepare a Transportation Report-Draft 1, in incorporating data, analysis, and conclusions from the above tasks. Five printed and bound copies and one electronic copy of the draft report will be submitted to the San Francisco Planning Department for review by Planning, CRD, and SFMTA staff. Advant Consulting will incorporate the comments received from the City agencies and prepare a Transportation Report-Draft 2.

Five printed and bound copies of the Draft 2 report, and one electronic copy will be submitted to Planning for review by Planning, SFMTA and the CRD. A screen check will be prepared after receiving comments on the Draft 2 report and will be submitted electronically to Planning and the CRD for final approval. Five printed and bound copies and one electronic copy of the Final Transportation Report will be provided to Planning after receiving comments on the screen check. Advant will also provide one printed and bound copy and one electronic copy of the Final Transportation Report to the CRD.



APPENDIX B

PROJECT SITE PLANS



DEC 2011

FAMILY HOUSE MISSION BAY BLOCK 7 EAST - SAN FRANCISCO, CALIFORNIA

BASIC CONCEPT DESIGN



LMSA
LEDDY MAYTUM STACY ARCHITECTS
677 HARRISON STREET
SAN FRANCISCO, CA 94107
T 415 495 1700

Site Area = 275' x 115.75'

31,831

Ground Floor
Floor 2 (Podium Top)
Floor 3
Floor 4
Floor 5

25,350
17,775
16,200
16,200
16,200

GSF 91,725

	Useable SF	Number	Total SF
GROUND FLOOR			
PUBLIC SPACES			
Lobby	1,400	1	1,400
Reception	215	1	215
Flex Conf Room	430	1	430
Volunteer Activity Room	210	1	210
Public Toilet	45	2	90
Meditation Room	135	1	135
Consult Room	125	1	125
Shared Office (south)	175	1	175
Staff Toilet	80	2	160
Staff lounge	250	1	250
ADMINISTRATIVE SUITE			
Office, Exec Dir	150	1	150
Toilet, Exec Dir	45	1	45
Office, private	100	8	800
Office, south	130	1	130
Workstations (2)	360	1	360
Storage	80	1	80
SUPPORT - CENTRAL			
Linen storage room	370	1	370
Clean Supply Storage	360	1	360
Trash Holding	200	1	200
General Storage	275	1	275
Event materials storage	365	1	365
Furniture storage	320	1	320
Porter Room	120	1	120
Laundry Room	185	1	185
Trash Room South	215	1	215
Trash Room North	220	1	220
Transformer Vault	400	1	400
Generator Room	285	1	285
Control Room	295	1	295
Main Electrical	400	1	400
Gas	100	1	100
Pump Elec & Pump Gen	150	1	150
Parking (46 cars)			
	12,500	1	12,500
		subtotal	21,515
		GSF	25,350

	Useable SF	Number	Total SF
FLOOR 2 (podium top)			
Guest Room			
Single (Type A)	260	2	520
Single Adjoining (Type B)	225	4	900
2+ Suite (Type C)	435	14	6,090
Great Room (north)	1,300	1	1,300
Great Room (south)	805	1	805
Living Room (south)	480	1	480
Computer Room	180	1	180
Gym	400	1	400
Teen Room	305	1	305
Storage Room (south-west)	50	1	50
Storage Room (south)	75	1	75
Trash Rooms	40	2	80
Laundry Rooms	75	4	300
Storage Room (north-west)	50	1	50
Storage Room (north)	75	1	75
		subtotal	11,610
		GSF	17,775
Podium Courtyard (exterior landscape)	9,250	1	9,250
FLOORS 3-5			
Guest Room			
Single (Type A)	260	2	520
Single Adjoining (Type B)	225	4	900
2+ Suite (Type C)	435	14	6,090
Great Room (north)	1,260	1	1,260
Great Room (south)	920	1	920
Living Room (south)	480	1	480
Computer Room	180	1	180
Storage Room (south-west)	50	1	50
Storage Room (south)	75	1	75
Trash Rooms	40	2	80
Laundry Rooms	75	4	300
Storage Room (north-west)	50	1	50
Storage Room (north)	75	1	75
		subtotal	10,980
		GSF	16,200

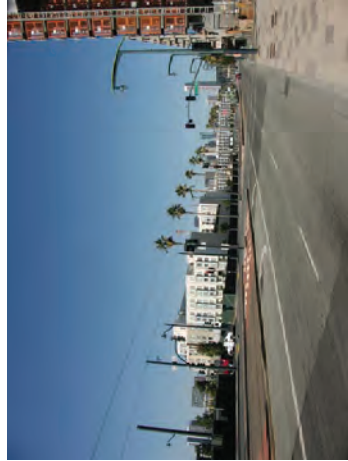




1



2



3



4



5



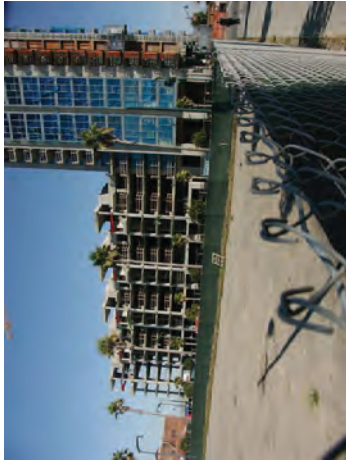
6



7



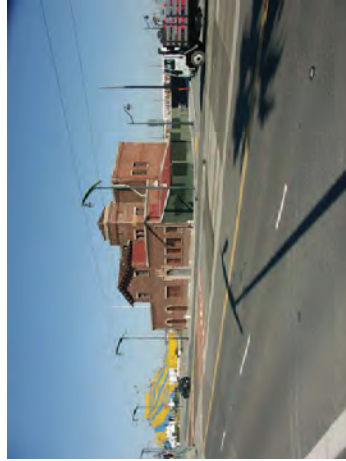
8



9



10

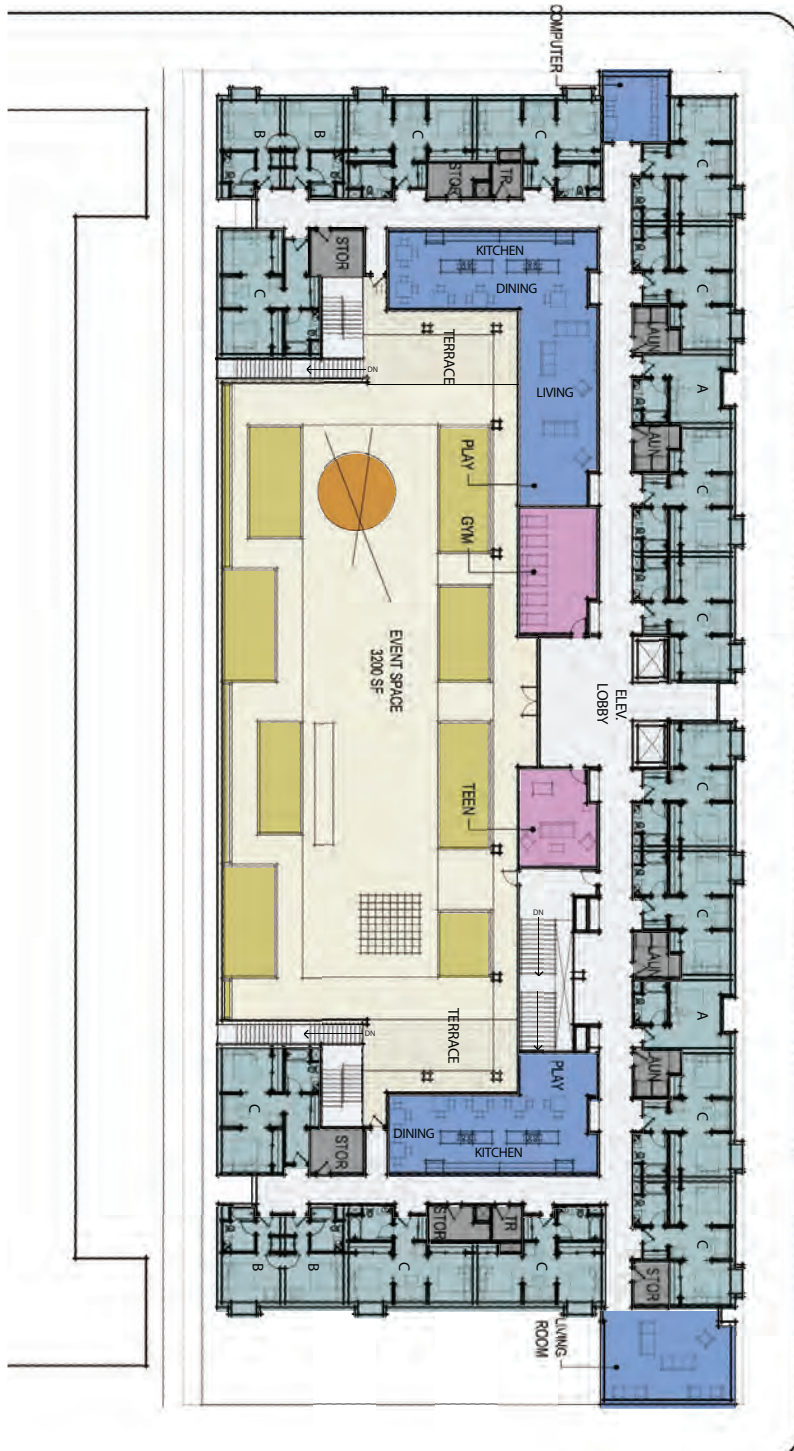


11

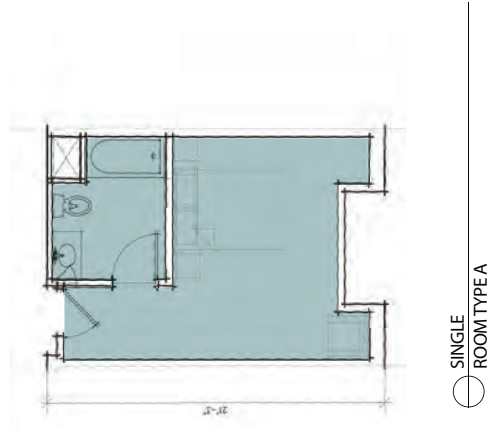
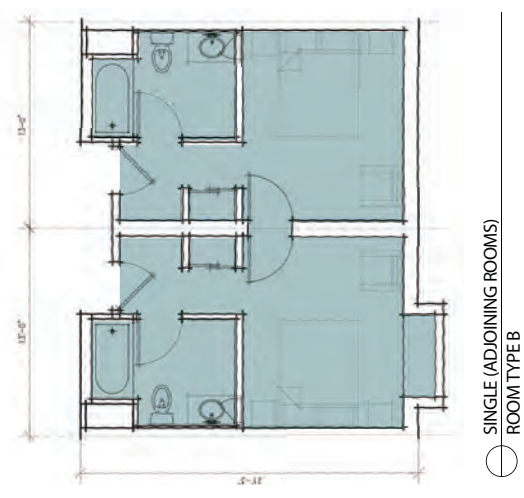
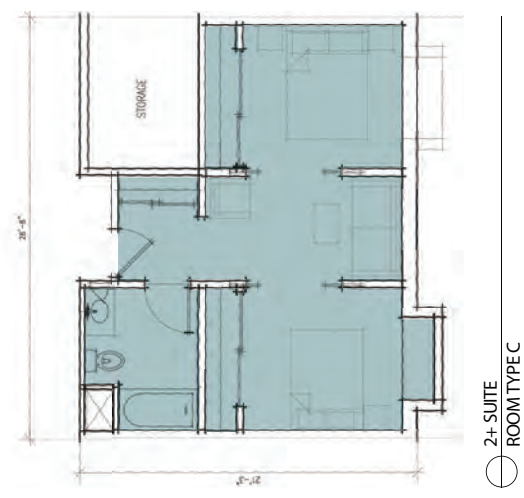


12



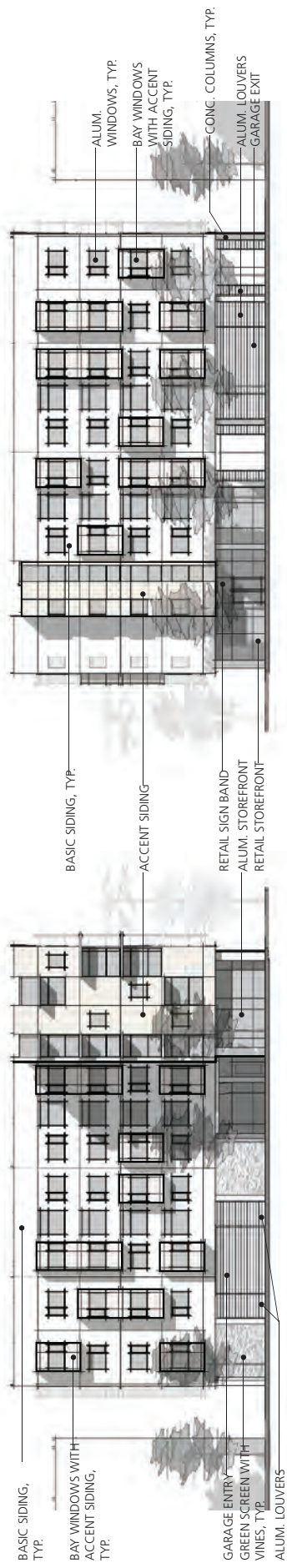






BUILDING ELEVATIONS

SCALE
1/8"=1'-0"



SOUTH ELEVATION - MISSION BAY BLVD.

NORTH ELEVATION - CHINA BASIN STREET

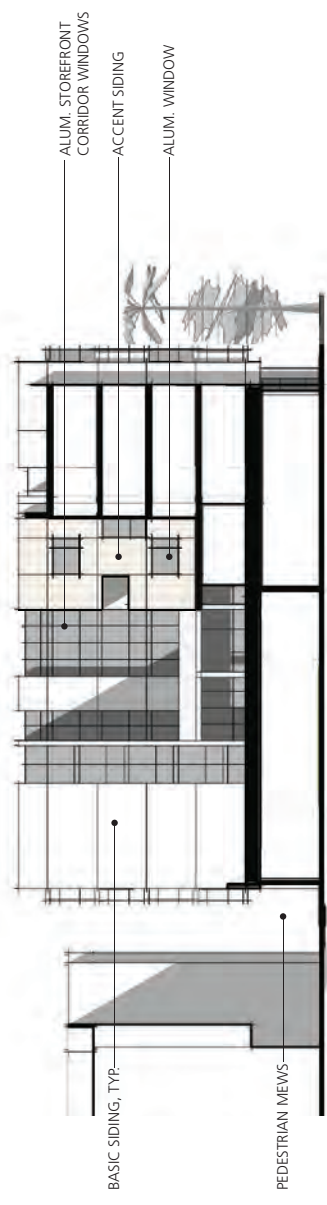


EAST ELEVATION - 3RD STREET

SCALE
1/8"=1'-0"



TRANSVERSE BUILDING SECTION- LOOKING SOUTH



TRANSVERSE BUILDING SECTION- LOOKING NORTH

APPENDIX C

TRANSIT ANALYSIS

Muni Service Utilization – Weekday PM Peak Hour

Route	Direction toward	Maximum Load Point (MLP)			Proposed Project ^[b]	
		Location	Ridership ^[a]	Capacity ^[a]	Utilization	Utilization
T-Third	Bayshore	The Embarcadero/Folsom	508	714	71%	73%
	Downtown	Van Ness Station	601	830	72%	75%

Note:

[a] Data collected in 2010 by Muni.

[b] Conservatively assumes that 100% of project non-auto person-trips would travel through the T-Third MLP (see table below)

Source: SF Planning Department, Transit Data for Transportation Impact Studies, Table: Route Load and capacity by Time Period and Direction of Travel, December 18, 2012

	All	Residents	Staff	Volunteers
Transit person-trips during PM peak hour ^[c]	39	31	5	3
% of inbound trips during PM peak hour	41%	46%	19%	19%
Inbound transit trips	16	14	1	1
Outbound transit trips	23	17	4	2

[c] Conservatively assumes all non-auto person trips are transit person trips

FALL 2011 Route Load and Capacity by Time Period and Direction of Travel

Line	PM - Outbound						PM - Inbound						Route		
	100% capacity vehicle	Headway (Mins)	Average Max Load	Peak Hour Load	MLP	Peak Hour Capacity	Peak Hour Capacity Utilization	100% capacity per vehicle	Headway (Mins)	Average Max Load	Peak Hour Load	MLP		Peak Hour Capacity	Peak Hour Capacity Utilization
1	63	3.5	53	909	California/Presidio	1,080	84%	63	3.5	35	600	California/Laurel	1,080	56%	1
1AX*	63	13.0	45	208	Pine St/Montgomery St.	291	71%								1AX*
1BX*	63	12.0	50	250	Pine St/Montgomery St.	315	79%								1BX*
2	63	12.0	52	260	Sutter/Mason	315	83%	63	12.0	34	170	Post/Larkin	315	54%	2
3	63	12.0	42	210	Sutter/Taylor	315	67%	63	12.0	25	125	Post/Leavenworth	315	40%	3
5	63	4.7	52	659	McAllister/Van Ness	798	83%	63	4.5	45	600	McAllister/Laguna	840	71%	5
6	63	10.0	42	252	Haight/Gough	378	67%	63	10.0	26	156	Haight/Buchanan	378	41%	6
8X	94	7.5	52	416	Stockton/Sacramento	752	55%	94	7.5	51	408	Kearny/Bush	752	54%	8X
8AX	94	7.5	59	472	Harrison/6th St	752	63%								8AX
8BX	94	7.5	71	568	Stockton St/Sacramento St.	752	76%								8BX
9	63	12.0	43	215	Potrero/25th St	315	68%	63	12.0	36	180	Potrero/18th St	315	57%	9
9L	63	12.0	40	200	11th St/Market	315	63%	63	12.0	28	140	11th St/Harrison	315	44%	9L
10	63	20.0	57	171	2nd/Howard	189	90%	63	20.0	62	186	Pacific/Powell St	189	98%	10
12	63	20.0	42	126	Sansome/California	189	67%	63	20.0	45	135	Pacific/Powell St	189	71%	12
14	94	7.5	45	360	Olis/12th St.	752	48%	94	7.5	29	232	Mission/20th St	752	31%	14
14L	94	9.0	64	427	Mission/24th St.	627	68%	94	9.0	44	293	Mission/30th St	627	47%	14L
14X	94	8.0	49	368	6th St/Harrison St	705	52%								14X
16X	78	9.0	38	253	Lincoln Way/9th Ave	517	49%								16X
17	63	30.0	21	42	19th Ave/Holloway	126	33%	63	30.0	16	32	West Portal/Sloat	126	25%	17
18	63	20.0	31	93	33rd Ave/Balboa St	189	49%	63	20.0	28	84	Lake Merced/Brotherhood Wy	189	44%	18
19	63	15.0	31	124	Polk/Sutter St	252	49%	63	15.0	43	172	Larkin/McAllister	252	68%	19
21	63	10.0	51	306	Hayes/Van Ness	378	81%	63	10.0	26	156	Grove/Gough	378	41%	21
22	63	8.0	41	308	Fillmore/O'Farrell	473	65%	63	8.0	43	323	Fillmore/Hermann	473	68%	22
23	63	20.0	29	87	Diamond/Bosworth	189	46%	63	20.0	31	93	Monterey Blvd/Faxon St	189	49%	23
24	63	10.0	46	276	Divisadero/Haight	378	73%	63	10.0	29	174	Castro/17th St	378	46%	24
27	63	15.0	29	116	5th St/Mission	252	46%	63	15.0	40	160	Ellis/Mason St.	252	63%	27
28	63	10.0	47	282	Park Presidio/Geary Blvd	378	75%	63	10.0	47	282	19th Ave/Quintara	378	75%	28
28L					19th Ave/Taraval										28L
29	63	10.0	49	294	19th Ave/Holloway	378	78%	63	10.0	44	264	19th Ave/Holloway	378	70%	29
30	83	4.0	44	660	Stockton/Sutter	1,248	53%	82	4.0	47	705	Chestnut/Octavia	1,224	58%	30
30X	63	7.5	54	432	Sansome/Washington St	504	86%								30X
31	63	14.0	52	223	Eddy St/Van Ness	270	83%	63	14.0	33	141	Eddy St/Larkin	270	52%	31
31AX	63	11.0	43	235	Pine St/Montgomery St.	344	68%								31AX
31BX	63	12.0	36	180	Pine St/Montgomery St.	315	57%								31BX
33	63	15.0	33	132	18th St/Church	252	52%	63	15.0	39	156	18th St/Church	252	62%	33

FALL 2011 Route Load and Capacity by Time Period and Direction of Travel

Line	PM - Outbound						PM - Inbound						Route
	100% capacity per vehicle	Headway (Mins)	Average Max Load	Peak Hour Load	MLP	Peak Hour Capacity Utilization	100% capacity per vehicle	Headway (Mins)	Average Max Load	Peak Hour Load	MLP	Peak Hour Capacity Utilization	
35	45	20.0	24	72	Castro/19th St	53%	45	20.0	5	15	Eureka/20th St	11%	35
36	45	30.0	15	30	Fowler Ave/Portola Dr	33%	45	30.0	31	62	Fowler Ave/Portola Dr	69%	36
37	45	20.0	37	111	17th St/Diamond St	82%	45	20.0	19	57	Corbett Ave/Douglas St	42%	37
38	94	8.0	60	450	Geary Blvd/Franklin St	64%	94	7.5	44	352	Geary Blvd/Laguna St	47%	38
38L	94	5.5	79	862	Geary Blvd/Van Ness Ave	84%	94	5.5	51	556	Geary Blvd/Divisadero	54%	38L
38AX	63	9.0	42	280	Pine St/Montgomery St	67%							38AX
38BX	63	10.0	37	222	Pine St/Montgomery St	59%							38BX
39	45	20.0	11	33	Powell/Filbert	24%	45	20.0	15	45	225 Telegraph Hill Blvd S.	33%	39
41	63	8.0	53	398	Union St/Columbus Ave	84%	63	8.0	18	135	Clay St/Montgomery St	29%	41
43	63	12.0	48	240	Masonic Ave/Golden Gate Ave	76%	63	12.0	32	160	7th Ave/Moraga St	51%	43
44	63	9.0	53	353	Silver Ave/Lisbon St	84%	63	9.0	27	180	Woodside Ave/Hernandez Ave	43%	44
45	63	12.0	52	260	Stockton/Sutter	83%	63	12.0	48	240	Stockton/Sacramento	76%	45
47	63	10.0	43	258	Van Ness/O'Farrell	68%	63	10.0	46	276	Van Ness/McAllister	73%	47
48	63	12.0	36	180	24th St/Folsom St	57%	63	12.0	35	175	24th St/Folsom St	56%	48
49	94	8.0	50	375	Van Ness Ave/Eddy St	53%	94	8.0	47	353	Van Ness Ave/McAllister St	50%	49
52	63	20.0	27	81	Mission St/Silver Ave	43%	63	20.0	22	66	Woodside Ave/Hernandez Ave	35%	52
54	63	20.0	38	114	Balboa Park BART Station	60%	63	20.0	37	111	Balboa Park BART Station	59%	54
56	45	30.0	7	14	Blanken Ave/Peninsula Ave	16%	45	30.0	8	16	Wide Ave/Girard St	18%	56
66	45	20.0	16	48	9th Ave/Lawton St	36%	45	20.0	6	18	Quintara St/17th Ave	13%	66
67	63	20.0	25	75	Folsom/Bessie St	40%	63	20.0	10	30	Folsom St/Cesar Chavez	16%	67
71/71L	63	10.0	54	324	Market St/Van Ness Ave	86%	63	10.0	43	258	Haight/Buena Vista	68%	71/71L
80X													80X
81X													81X
82X	63	12.0	29	145	Battery St/Jackson St	48%							82X
88	63	20.0	21	63	Geneva Ave/Cayuga Ave	33%							88
108	63	15.0	26	104	Treasure Island Rd/Macall	41%	63	15.0	28	112	Treasure Island Main Gate	44%	108
NX	63	10.0	46	275	Sutter St/Sansome St	73%							
NOTE: RAIL DATA COLLECTED IN 2010													
F	70	6.0	72	718	Embarcadero/Green	103%	70	6.0	25	249	Embarcadero/Broadway	36%	F
F - Summer	70	6.0	69	694		99%	70	6.0	43	426		61%	F - Summer
J	119	8.6	71	498	Van Ness Station	60%	119	7.5	24	189	Van Ness Station	20%	J
K/T	119	8.6	86	601	Van Ness Station	72%	119	10.0	85	508	Embarcadero/Folsom	71%	K/T
L	238	7.5	170	1,360	Van Ness Station	71%	238	6.7	68	609	Van Ness Station	29%	L
M	238	10.0	144	864	Van Ness Station	61%	238	8.6	70	488	Castro Station	29%	M
N	238	6.7	198	1,773	Van Ness Station	83%	238	7.5	110	880	Carl/Cole	46%	N

12/22/2011

"Note: This seasonal automatic passenger count (APC) and load information may vary from the annualized transit ridership data provided to the Federal Transit Administration. This data is provided for planning purposes only."

*Spring 2012 ridership data was used due to errors in Fall 2011 ridership data.

Lines operating at capacity utilization of 85 percent or greater are highlighted in **bold**.

APPENDIX D

FIELD SURVEY AND TRAVEL DEMAND

FAMILY HOUSE PROJECT TRIP GENERATION ANALYSIS

CURRENT	34 rooms 8 full time	3 part-time	40 volunteers	105 residents 51 personnel	3.1 residents per room 0.32 staff per room 0.10 staff per resident
PROJECT	80 rooms	18 2-bed	62 3-bed	244 residents	3.1 residents per room
additional	5 full time	1 part-time			
total	13 full time	4 part-time	10 (typical)	27 personnel	0.21 staff per room 0.07 staff per resident

	All	Residents	Staff/Volunteers	Deliveries
PM Peak Hour person-trips				
drive	28	42%	17	35%
don't drive	39	58%	31	65%
Total	67	100%	48	100%
% of PM peak hour person trips	100%	71%	25%	4%
Average vehicle occupancy	1.6	2.2	1.1	1.0

PM peak hour vehicle trips				
inbound	7	4	46%	2
outbound	11	4	54%	6
Total	18	8		8
				2

FAMILY HOUSE PROJECT PARKING DEMAND ANALYSIS

	All	Residents	Staff	Volunteers
Population	271	244	17	10
% of total trips by vehicle		35%	54%	54%
One-way auto person-trips	99	84	9	5
Average persons per vehicle		2.2	1.1	1.1
Parking demand (spaces)	52	39	8	5

FAMILY HOUSE PROJECT DELIVERIES

0.13 Daily deliveries per unit	11 Daily deliveries	1.2 Average hour deliveries
0.015 PM Peak hour deliveries per room	1 PM Peak hour deliveries	