



126-0022024-002

Agenda Item **No. 5(b)**
Meeting of April 16, 2024

MEMORANDUM

TO: Commission on Community Investment and Infrastructure

FROM: Thor Kaslofsky, Executive Director

SUBJECT: Approving a Second Amendment to the Amended Major Phase for Mission Bay South Blocks 8- 10a, and Parks P18 and P19 for the design of Lot B of Bridgeview Way, a private mid-block Vara corridor, between Blocks 9 and 9a; providing notice that this approval is within the scope of the Mission Bay Redevelopment Project approved under the Mission Bay Final Subsequent Environmental Impact Report ("FSEIR"), a Program EIR, and are adequately described in the FSEIR for the purposes of CEQA; and, adopting environmental review findings under CEQA; Mission Bay South Redevelopment Project Area

FOCIL-MB, LLC ("FOCIL") has proposed a second amendment to the Major Phase for Mission Bay South Blocks 8-10a, and Parks P18 and P19 a("Major Phase") to change the design of the segment of Bridgeview Way, known as Lot B, between Mission Rock Street and China Basin Street, by installing removable bollards to prevent non-emergency vehicular access. ("Major Phase Amendment pertaining to Lot B")

The San Francisco Redevelopment Agency Commission ("Former Agency Commission") approved the Major Phase on February 17, 2004, by Resolution No. 25-2004 and the Commission approved a first amendment on February 16, 2021, by Resolution No. 07-2021.

Bridgeview Way is a private street that is publicly accessible, known as a mid-block Vara corridor, which is a historic Spanish measurement term used in Mission Bay to describe these mid-block streets. Bridgeview Way runs north to south, beginning at the Chase Center at the southern end and ultimately terminating at Mission Creek within the Mission Rock development at the northern end. Bridgeview Way bisects market rate residential

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developments at Blocks 10 and 10a and OCII affordable housing at Blocks 9 and 9a, and Lot B of Bridgeview Way is the final segment to be developed.

The proposed Major Phase Amendment pertaining to Lot B updates the design of Lot B of Bridgeview Way to a pedestrian oriented design, removing vehicular access, except for emergency vehicles, with a central hardscape area for public access and provides larger planting areas incorporating trees and stormwater treatment bioswales.

DISCUSSION

Major Phase Background

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

Pursuant to the South OPA, the master developer is required to submit its overall plans for development in “major phases” of one or more land use blocks, with each Major Phase consisting of the private development projects and related public infrastructure and park improvements on these blocks. Schematic designs for individual building projects are submitted following the Major Phase approval.

The Major Phase submitted by Catellus included the development of Bridgeview Way and was approved twenty years ago by the Former Agency Commission on February 17, 2004 by Resolution No. 25-2004. Within the Major Phase, Block 8 is designated for public facilities while Blocks 9 through 10a are residential land use blocks and bounded roughly by Mission Rock Street, Terry A. Francois Boulevard, Mission Bay Boulevard North, and Third Street. Block 9 and 9a are designated as OCII affordable housing sites, and Block 10 and 10a are designated for private market rate residential development.

First Amendment to the Major Phase

On February 16, 2021, by Resolution No. 07-2021, the Commission approved a first amendment to the Major Phase with the approval of the Basic Concept and Schematic Design of a 148-unit affordable OCII housing project on Block 9a. The amendment increased the allowable height, number of units, and density on the site to allow for the development of Block 9a.

Status of Projects in the Major Phase

To date, all development within the Major Phase is complete or imminently under construction. MBS Block 8, the public safety building which includes a fire station, police station, and San Francisco Police Department headquarters, was completed in 2015. The market rate residential developments at Blocks 10 and 10a were completed in 2012 and 2008, respectively and total 428 condo units. Block 9 was recently completed in 2023 and totals 141 affordable rental units with supportive services for formerly homeless households. The remaining development within the Major Phase is Block 9a, an affordable housing project with 148 for-sale units, is currently under construction and anticipated to be complete in Summer 2024.

Bridgeview Way

The Major Phase designated Bridgeview Way as a mid-block Vara corridor bisecting Blocks 9/9a and 10/10a. It is intended to primarily provide local garage access for the adjacent developments, public pedestrian access, utilities, and view corridors. The Major Phase's Circulation - Vehicular, Pedestrian & Bicycle access plan shows left and right hand turns from Lot A of Bridgeview Way at Blocks 10/10a onto China Basin Street, and no vehicular traffic was shown crossing China Basin Street from Lot A to Lot B adjacent to Blocks 9/9a. For more detail, please see Attachment 1 – Major Phase Circulation - Vehicular, Pedestrian and Bicycle.

Bridgeview Way is privately owned and in most cases is constructed by the adjacent property owners. The section of Bridgeview Way, which is the subject of this amendment, is between the two OCIL affordable housing developments at Blocks 9 and 9a, which has yet to be constructed and is owned by FOCIL. Long-term ownership will be transferred to the Mission Bay homeowner's association, which owns and maintains other mid-block Vara corridors throughout Mission Bay.

Lot A of this Major Phase, the segment of Bridgeview Way at Blocks 10 and 10a, completed with the adjacent residential development, is ramped from street grade by a driveway, similar to the proposed Bridgeview Way at 9 and 9a, and is accessible from Mission Bay Blvd North and China Basin Street. It features a central drive aisle with a row of trees and pedestrian path on each side followed by planting up to the face of the developments. Entry for the parking garages for Blocks 10 and 10a is accessed from Bridgeview Way.

Beyond the Major Phase boundaries, Bridgeview Way extends south into the commercial district of Mission Bay South for two blocks and terminates at the Chase Center. North of Bridgeview Way is the future Port of San Francisco's Mission Rock Development. Visually Bridgeview Way will continue into the development, however, there is no vehicular access across Mission Rock Street, only left or right turns will be allowed. In addition, a 100-foot-tall parking garage for the development is planned at the corner of Mission Rock Street at Bridgeview Way.

Major Phase Amendment

FOCIL's proposed updates to the design of Bridgeview Way reflect changes to the adjacent OCIL affordable housing developments on Block 9 and 9a and community concerns regarding traffic.

The Major Phase originally contemplated access to the parking garages for Block 9 and 9a from Bridgeview Way. However, this is no longer needed since the adjacent properties don't have parking garage entrances on Bridgeview Way. Both Block 9 and 9a have pedestrian-oriented features facing Bridgeview Way, creating a serene plaza like area within Bridgeview Way. Block 9 features a gated central courtyard with a community garden fronting Bridgeview Way and Block 9a programmed the frontage with elevated residential units with stoops for exiting, sitting, and socializing.

Community members and residents have expressed congestion on Lot A of Bridgeview by Chase Center traffic during events that have prevented local access and entry to the resident parking garage entries for Blocks 10 and 10A. It is anticipated the Mission Rock Development 8 to 10 story parking garage when completed will intensify the use of Bridgeview Way by non-local traffic during events at the Chase Center and Oracle Park. The proposed Major Phase Amendment pertaining to Lot B will deter future increased congestion of Bridgeview Way by non-local vehicles.

Bridgeview Way's Design Intent

Bridgeview Way's proposed design provides a naturalist character and pedestrian-only refuge between Block 9 and 9a and the anticipated street feeding the larger future Mission Rock development to the north. Public pedestrian access is provided by a generous 20-foot-wide paved path through Bridgeview Way, mimicking the scale of Bridgeview Way to the south, accessible from both China Basin Street and Mission Rock Street with removeable bollards at both street frontages, which can be removed by the Fire Department if an emergency vehicle needs to access this area.

The central pedestrian path gently meanders to emphasize non-motorized use of the block without impeding emergency access or sightlines for safety. The ends of the path fronting Block 9 and Block 9a transition from the hardscape area in the center to native planting areas featuring trees and storm water treatment bioswales. This is accomplished while maintaining access to Block 9's courtyard and Block 9a's residential stoops and ensuring these affordable housing communities have a pleasant residential environment.

FOCIL's proposed Major Phase Amendment pertaining to Lot B of Bridgeview Way will:

- Remove local vehicular access to Bridgeview Way.
- Add removeable bollards for emergency vehicle access.

For more detail, please see Attachment 2 – Proposed Major Phase Circulation - Vehicular, Pedestrian and Bicycle.

Staff Recommendation

The proposed Bridgeview Way design removes vehicular access addressing community concerns to create a more pedestrian oriented mid-block corridor providing a safe means of crossing and access for the public. This more organic design and planting approach establishes an enhanced visual transition between the residential zone of Mission Bay and the future commercial and parking uses to the north at the Mission Rock Development. The open space like setting featuring benches allows users to sit and enjoy their surroundings. The protected large central hardscape area provides flexible enjoyment opportunities for the nearby residents and visitors of Mission Bay. In addition, the proposed design also provides generous access areas to the entries of the adjacent affordable housing development on Blocks 9 and 9A further activating Lot B of Bridgeview Way.

OCII staff supports FOCIL's proposed Major Phase Amendment pertaining to Lot B to remove local vehicular access to Bridgeview Way and add removeable bollards for emergency vehicle access.

CITIZEN'S ADVISORY COMMITTEE ("CAC")

The proposed Major Phase Amendment pertaining to Lot B was presented to the Mission Bay Citizen's Advisory Committee (CAC") on January 11, 2024. The CAC recommended the Major Phase Amendment to move this item forward to the Commission for review and approval. All CAC members who were present at the meeting supported the item.

TRANSPORTATION AND CIRCULATION ANALYSIS

Adavant Consulting, a transportation consultant, completed a Transportation and Circulation analysis, dated March 13, 2024, for the proposed design of this portion of Bridgeview Way (Lot B) including its closure to local vehicular access. The analysis found that this Bridgeview Way design does not push motor vehicle volume to the surrounding streets and assists in preventing traffic intrusion into the residential area of Mission Bay South from the future and much larger Mission Rock Development while promoting accessibility and circulation for people walking or bicycling. Further, the San Francisco Planning Department's Transportation Guidelines defines this as a minor project and does not meet the significance threshold for screening criteria. Lastly, the study concluded that the design for Lot B is consistent with the transportation and circulation model studied in the 1998 Final Subsequent Environmental Impact Report ("FSEIR") for Mission Bay North and South and no new mitigation measures are required.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Major Phase Amendment pertaining to Lot B to remove local vehicular access to Bridgeview Way and add removeable bollards for emergency vehicle access are undertakings in furtherance of the Redevelopment Plan ("Implementing Actions") and are within the scope of the Mission Bay Project

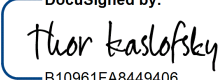
analyzed in the FSEIR. They require no further environmental review beyond the FSEIR pursuant to the State CEQA Guidelines Section 15180 and 15162 for the following reasons:

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

NEXT STEPS

If the second amendment to the Major Phase is approved, the design of Lot B of Bridgeview will be permitted through a Street Improvement Permit by the San Francisco Department of Public Works ("SFPW"), reviewers of which include OCII staff, San Francisco Public Utilities Commission, San Francisco Fire Department, and various technical divisions at SFPW. Construction is anticipated to begin upon completion of Block 9a in Summer 2024.

(Originated by Nikki Henry, Development Specialist)

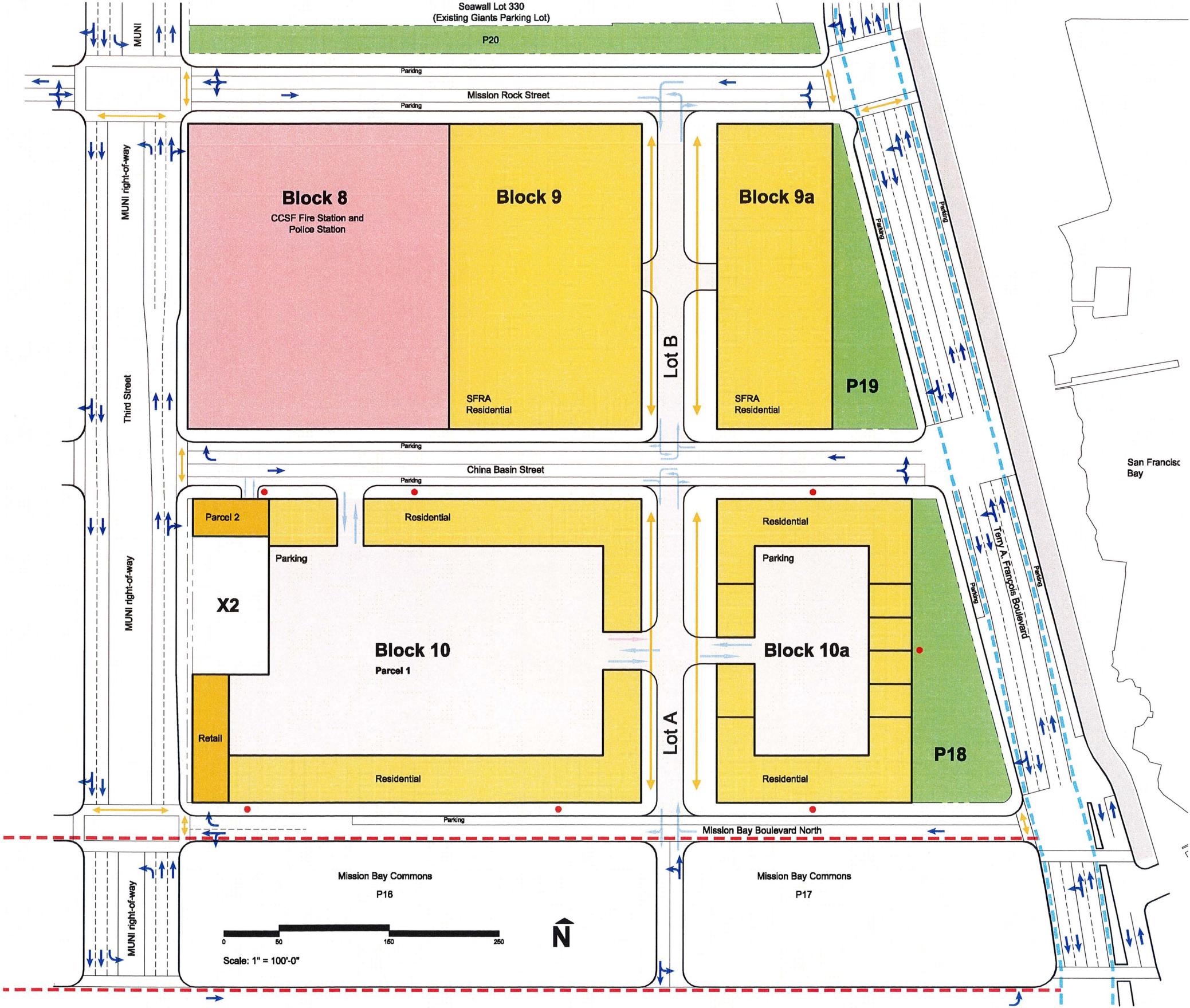
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Thor Kaslofsky
Executive Director

Attachment 1: Major Phase Circulation - Vehicular, Pedestrian and Bicycle.

Attachment 2: Proposed Major Phase Circulation - Vehicular, Pedestrian and Bicycle

Attachment 1: Major Phase Circulation - Vehicular, Pedestrian and Bicycle

Legend	
	Travel Lane
	Pedestrian Site Access
	Class II Bikeway
	Class III Bikeway
	Mission Bay Pedestrian Access & Jogging Trail
	Park
	Residential Vehicular Access
	Loading Vehicular Access
	Building Access
	Residential
	Ground Floor Retail
	Fire Station



Attachment 2: Proposed Major Phase Circulation - Vehicular, Pedestrian and Bicycle

Legend	
	Travel Lane
	Pedestrian Site Access
	Class II Bikeway
	Class III Bikeway
	Mission Bay Pedestrian Access & Jogging Trail
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