

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov



*Serious Drought.
Help save water!*

July 20, 2015

SF280144

SF-280-R 6.6

SCH# 2014112045

Mr. Brett Bollinger
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Event Center & Mixed-Use Development at Mission Bay Blocks 29-32 – Draft Subsequent Environmental Impact Report

Dear Mr. Bollinger:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed project, located on an approximate 11-acre site, would construct a multi-purpose event center and a variety of mixed uses including office, retail, open space, and parking within the Mission Bay South Redevelopment Plan Area of San Francisco. The project site is approximately one half mile from the Interstate 280 (I-280) ramps at Mariposa Street, 18th Street, and Pennsylvania Avenue. Our comments seek to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl. We have reviewed the Draft Subsequent Environmental Impact Report (SEIR) and have the following comments to offer.

Forecasting

Please clarify why there is only minor difference in volumes at Study Intersections 9, 10, 11, 12, and 13 between Cumulative Project-No Event and Cumulative Project-With Basketball Game Conditions, as shown in Figures 13a and 15a (SEIR, Appendix TR, pgs. TR-156, TR-152). Additionally, Study Intersection 12 shows greater southbound and eastbound volumes in Figure 13a than 15a. The volumes of inbound vehicle trips during the weekday 4-6 and 6-8 peak hour periods are estimated 379 & 2,489 respectively and 2,797 outbound vehicle trips during the 9-11 PM peak period (pg. TR-37). This would appear to show significant Cumulative volumes. Please clarify or revise the report. The report should identify traffic turning movements per study intersection under Basketball Game Only, Convention Only Conditions separately.

Parking

- Given the Project is located on AT&T Parking Lots B & E, please clarify if Mitigation Measure M-TR-11c, which provides additional off-site parking from the Project Plus

Overlapping Giants Evening Game Scenario, should be revised from 1,000 to 1,600 spaces to account for AT&T Park's displaced 600 parking spaces. Table 1-1, which presents the Summary of Proposed Project Facilities, shows the arena will have seating capacity of maximum 18,500 patrons. Approximately 950 vehicle parking spaces are proposed from the combined Blocks 29-32 and the existing off-site 450 South Street Parking Garage (SEIR, Vol. 1, pg. 1-7). Mitigation Measure M-TR-11c states the City shall identify one or more off-site parking lots to provide approximately 250 additional parking spaces for all events and up to approximately 750 additional parking spaces for use during dual events of 12,500 or more event center attendees, for a total of 1,000 additional offsite parking spaces (pg. 1-23). The AT&T Park Post-Game Event Traffic Plan, courtesy of the Mission Bay Transportation Management Agency, is available at the following webpage and identifies AT&T Parking Lots B & E:

http://sanfrancisco.giants.mlb.com/sf/downloads/y2015/postgame_map.pdf.

- Please elaborate how the AT&T Park Post-Game Event Traffic Plan is incorporated within the Project's Transportation and Circulation analysis regarding parking impacts on the surrounding neighborhood and roadways. According to the Post-Game Event Traffic Plan and noted in the report, some streets near AT&T Park and its parking lots are closed beginning in the 7th inning to approximately one hour post-event. Given the Project's additional number of vehicles seeking parking, potential safety issues for all road users should be identified and fully mitigated. Project-related queuing impacts on nearby State facilities should be analyzed. The AT&T Park Post-Game Event Traffic Plan is available at the webpage above.
- Please quantify how many additional Parking Control Officers (PCOs) will be utilized when there are overlapping events. Mitigation Measure M-TR-11a, under Conditions With a SF Giants Evening Game at AT&T Park, states the Project's Transportation Management Plan shall be expanded to include additional PCOs that shall be deployed at some specific intersections (pg. 1-22). Mitigation Measure M-TR-2a, under Conditions Without a SF Giants Game at AT&T Park, states "four additional PCOs shall be deployed to intersection where the proposed project would result in significant impacts, as conditions warrant during events (pg. 1-15).

Interstate 280 Mitigation

Please explain the possible interventions on the I-280 Mariposa Street on-ramp, listed under Contraflow Lane Mitigation in Table 2-1 (pg. 2-17).

Transportation Management Plan

We commend the City's Transportation Management Plan (TMP) to encourage sustainable mode shares and reduce single vehicle occupancy trips. The Project's participation in the Waterfront Transportation Assessment reflects comprehensive early planning efforts and on-going coordination between agencies to assess the mobility needs of travelers and provide

Mr. Brett Bollinger, City and County of San Francisco
July 20, 2015
Page 3

additional services within the Mission Bay Area. We agree the TMP should include documentation for monitoring vehicle trip reduction, including annual reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel patterns of residents and employees within the project area. We recommend the TMP elaborate future coordination between nearby proposed large-scale development projects and their associated Transportation Management Agencies and various Transportation Demand Management measures to ensure the TMP is thoughtfully planned.

Transportation Impact Fees

Please identify any transportation impact fees to be used for project mitigation. Consider including information from the City's local and any relevant regional impact fee program and identify if those programs include improvements to alternative modes. Caltrans encourages the City to ensure sufficient allocation of contributions toward regional transit improvements in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system. We support projects and measures to reduce vehicle miles traveled and to increase sustainable mode shares.

Mitigation Responsibility

As the lead agency, the City and County of San Francisco is responsible for identifying and ensuring the coordinated implementation of all project mitigations. The project's fair share contribution, financing, scheduling, implementation responsibilities associated with planned improvements on Caltrans ROW should be listed, in addition to identifying viable funding sources per General Plan Guidelines.

Should you have any questions regarding this letter or require additional information, please contact Sherie George at (510) 286-5535 or by email at: sherie.george@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse