



December 7, 2015

TO: San Francisco Board of Supervisors

FROM: Dogpatch Neighborhood Association Board of Directors – Bruce Huie, President; Celia Lawren, Vice President, Jared Doumani, Vanessa Aquino, Secretary; Mc Allen, Member At Large

CC: Andrea Bruss (LA-BOS), Mawuli Tugbenyoh (LA-BOS), Yoyo Chan (LA-BOS), Theodore Ellington (Warriors), Clarke Miller (Strada), Jesse Blout (Strada), Alex Doniach (MBA), Tom Lippe (MBA), Osha Meserve (MBA), Patrick Soluri (MBA), Andy Thornley (SFMTA), Adam Van de Water (OEWD), Peter Albert (SFMTA) Ed Reiskin (SFMTA), Michele Davis (UCSF), Ron Miguel (debate moderator), J.R. Eppler (Potrero Boosters), Jack Sylvan (ForestCity), Seamus Murphy (SamTrans), Brent Tietjen (SamTrans), Jim Bozionelos (Caltrans), Mohammed Nuru (SFDPW), Jonathan Goldberg (SFDPW)

RE: Transportation Issues Impacting Dogpatch Neighborhood Related to Warriors Arena Development

This letter is a product of a thoughtful debate / discussion held at the Dogpatch Neighborhood Association Board meeting on 12/01/15 between Mission Bay Alliance and the Golden State Warriors related to transportation plans in and around Dogpatch with the proposed Warriors Arena Development. I present a summary of observations and consideration for your review at the 12/08 BOS meeting planned on the Ordinance to Establish Mission Bay Transportation Improvement Fund and Advisory Committee.

Summary of Concerns and Recommendations

No traffic study has been conducted of the Dogpatch neighborhood (Mariposa to Cesar Chavez, Pennsylvania Avenue to SF Bay). The SFMTA should conduct such a study and include the findings and mitigations in the amended transportation plan for the arena project no later than the end of 1H2016. In addition, the SFMTA should conduct a parking study to ascertain the need for Resident Parking Permits (RPP) for the entire neighborhood. Considering the magnitude of impacts affecting Dogpatch directly adjacent south of the proposed arena, we recommend adding another representative member from Dogpatch/Potrero Hill (D10) as a Supervisor appointment to the advisory committee.

Background

On December 1, 2015, the Dogpatch Neighborhood Association (DNA) Board of Directors hosted a briefing on transportation issues impacting the Dogpatch neighborhood related to the proposed Warriors arena. At the meeting, representatives from the SFMTA summarized the Mission Bay transportation plan for the Warriors arena development and addressed over 20 questions submitted by DNA members. Representatives from the Warriors organization spoke of their commitments included in the EIR and transportation plan and the Mission Bay Alliance was on hand to challenge them. The DNA Board has used the discussion to prepare these comments and recommendations submitted to the Board of Supervisors in advance of your December 8 hearing on transportation impacts from the Warriors arena.



Observations and Detailed Recommendations

The Dogpatch Neighborhood Association appreciates the opportunity to bring our concerns to the Board of Supervisors as you consider the transportation impacts of the Warriors arena development project.

- The most important fact coming out of the December 1 meeting is that the transportation plan prepared by SFMTA only addresses Mission Bay and the UCSF complex. No traffic study has been conducted for the area south of Mariposa Street to Cesar Chavez, west to Pennsylvania Avenue where the CalTrain 22nd Street station is located, and east to the Port properties where 2 overflow parking lots are proposed on 19th and Illinois and the Western Pacific site accessible from Cesar Chavez. Yet 50% of the auto traffic will flow from and to the south and unload at 25th and Cesar Chavez and 19th and Illinois. The current SFMTA transportation plan including mitigations does not address traffic volume and levels of capacity to meet that volume for the Dogpatch neighborhood directly to the south of the proposed arena.
- The DNA Board would like to point out that there are 21 residential development projects planned or underway in Dogpatch, adding at minimum of 1,890 units to this historical and intimate neighborhood not including Pier 70 or recently proposed UCSF student housing. The proposed Warriors arena will further exacerbate traffic flow and patterns in and around Dogpatch and demands further study.
- The current SFMTA transportation plan does not include investment/cost estimates for PCO locations further south down to Cesar Chavez. We proposed adding a secondary or adjunct control center for PCO at Cesar Chavez or the furthest southern point, not solely at the Arena site. Commitment for PCO resources dedicated to the Dogpatch neighborhood should be made upfront in the amended transportation plan.
- SFMTA should work with appropriate transportation agencies to obtain written commitments to the purchase of MUNI and Caltrain train car inventory and make this public in the development approval process. Inventory should be available at the opening of the arena.
- Parking and traffic go hand in hand. The SFMTA should conduct a study of the entire Dogpatch neighborhood to determine whether RPP should be instituted throughout Dogpatch boundaries. Parking in the Dogpatch area should be addressed so that neighbors can easily park near their homes and businesses during arena events.
- Considering the magnitude of impacts affecting Dogpatch directly adjacent south of the proposed arena, we recommend adding another representative member from Dogpatch/Potrero Hill (D10) as a Supervisor appointment to the advisory committee.
- The current backup of the MUNI T-line at 4th Street bridge must be corrected as soon as possible.
- It is critical that the Mission Bay Loop currently planned to end at 19th Street be moved further south at Cesar Chavez and Illinois to align with existing capacity for storage. This will prevent offloading passengers in the middle of Dogpatch's central business district.
- SFMTA should have ongoing discussions with the neighborhood hosted by the DNA Board regarding mitigations to include in the amended transportation plan. The plan may include such mitigations as traffic directional changes to many city streets in Dogpatch



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during events.

- The Warriors should have a dedicated method to address neighborhood specific issues, most likely about transportation. This should include a designated Warriors representative employee that would attend certain DNA meetings, be generally known to the community as easily contactable, and will champion neighborhood issues back to MTA, the city, the Warriors, etc.
- Non-MTA transportation improvements need to be communicated to the neighborhood. This includes potential ferry / water taxi terminal as part of the project, “ride sharing” services, additional Cal Train service, and additional BART service.
- Finally, there should be a commitment to public information framework to post “key performance indicators” online and available for public consumption.

The board has released this letter to our website at mydogpatch.org, Nextdoor Dogpatch and Facebook for broad circulation to our neighbors and local businesses.

Thank you for the partnership to resolve outstanding issues in the current plan and the opportunity to present Dogpatch-centric considerations.

Best regards -

Bruce Kin Huie
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Nextdoor: https://dogpatchsf.nextdoor.com/news_feed/

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