



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

November 19, 2014

To: Reviewing Agencies

Re: Event Center and Mixed-Use Development at Mission Bay Blocks 29-32
SCH# 2014112045

Attached for your review and comment is the Notice of Preparation (NOP) for the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Brett Bollinger
City and County of San Francisco
Office of Community Investment & Infrastructure
1650 Mission Street, Ste. 400
San Francisco, CA 94103

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014112045
Project Title Event Center and Mixed-Use Development at Mission Bay Blocks 29-32
Lead Agency San Francisco, City and County of

Type NOP Notice of Preparation

Description GSW Arena LLC (GSW), an affiliate of Golden State Warriors, LLC, which owns and operates the Golden State Warriors National Basketball Association (NBA) team, proposes to construct a multi-purpose event center and a variety of mixed uses, including office, retail, open space and structured parking on an ~11 acre site (Blocks 29-32) within the Mission Bay South Redevelopment Plan Area of San Francisco. The proposed event center would host the Golden State Warriors basketball team during the NBA season, as well as provide a year round venue for a variety of other uses, including concerts, family shows, other sporting events cultural events, conferences and conventions. GSW has entered into an agreement to purchase the site. The project requires approval of amendments to the Mission Bay Plan Design for Development, among other approvals.

Lead Agency Contact

Name Brett Bollinger
Agency City and County of San Francisco
Phone (415) 575-9024 **Fax**
email
Address Office of Community Investment & Infrastructure
1650 Mission Street, Ste. 400
City San Francisco **State** CA **Zip** 94103

Project Location

County San Francisco
City San Francisco
Region
Cross Streets 16th Street & 3rd Street
Lat / Long 37° 46' 04" N / 122° 23' 16" W
Parcel No. Block 8722, Lots 001 and 008
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 101, I-280, I-80
Airports
Railways Caltrain
Waterways San Francisco Bay, Mission Creek
Schools SFUSD
Land Use MB-RA; Mission Bay South Redevelopment Plan - Commercial/Industrial/Retail Designation

Project Issues Agricultural Land; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Cal Fire; Department of Parks and Recreation; Resources, Recycling and Recovery; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Wildlife, Region 3; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2

Document Details Report
State Clearinghouse Data Base

Date Received 11/19/2014

Start of Review 11/19/2014

End of Review 12/18/2014

NOP Distribution List

LC

County: San Francisco

SCH# 2014112045

Resources Agency

- ☒ Resources Agency
Nadell Gayou
 - ☐ Dept. of Boating & Waterways
Nicole Wong
 - ☐ California Coastal Commission
Elizabeth A. Fuchs
 - ☐ Colorado River Board
Lisa Johansen
 - ☐ Dept. of Conservation
Elizabeth Carpenter
 - ☐ California Energy Commission
Eric Knight
 - ☒ Cal Fire
Dan Foster
 - ☐ Central Valley Flood Protection Board
James Herota
 - ☐ Office of Historic Preservation
Ron Parsons

- ☒ Dept of Parks & Recreation
Environmental Stewardship Section

- ☒ California Department of Resources, Recycling & Recovery
Sue O'Leary

- ☒ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

- ☒ Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

- ☐ Dept. of Fish & Wildlife
Scott Flint
Environmental Services Division

- ☐ Fish & Wildlife Region 1
Donald Koch

- ☐ Fish & Wildlife Region 1E
Laurie Harnsberger

- ☐ Fish & Wildlife Region 2
Jeff Drongesen

- ☒ Fish & Wildlife Region 3
Charles Amor

- ☐ Fish & Wildlife Region 4
Julie Vance

- ☐ Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program

- ☐ Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program

- ☐ Fish & Wildlife Region 6 I/M
Heidi Sickler
Inyo/Mono, Habitat Conservation Program

- ☐ Dept. of Fish & Wildlife M
George Isaac
Marine Region

Other Departments

- ☐ Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture

- ☐ Depart. of General Services
Public School Construction

- ☐ Dept. of General Services
Anna Garbeff
Environmental Services Section

- ☐ Delta Stewardship Council
Kevan Samsam

- ☐ Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent Commissions, Boards

- ☐ Delta Protection Commission
Michael Machado

- ☒ OES (Office of Emergency Services)
Marcia Scully

- ☒ Native American Heritage Comm.
Debbie Treadway

- ☒ Public Utilities Commission
Leo Wong

- ☐ Santa Monica Bay Restoration
Guangyu Wang

- ☒ State Lands Commission
Jennifer Deleong

- ☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

- ☐ Caltrans - Division of Aeronautics
Philip Crimmins

- ☐ Caltrans - Planning
HQ LD-IGR
Terri Pencovic

- ☒ California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

- ☐ Caltrans, District 1
Rex Jackman

- ☐ Caltrans, District 2
Marcelino Gonzalez

- ☐ Caltrans, District 3
Eric Federicks - South
Susan Zanchi - North

- ☒ Caltrans, District 4
Erik Alm

- ☐ Caltrans, District 5
Larry Newland

- ☐ Caltrans, District 6
Michael Navarro

- ☐ Caltrans, District 7
Dianna Watson

- ☐ Caltrans, District 8
Mark Roberts

- ☐ Caltrans, District 9
Gayle Rosander

- ☐ Caltrans, District 10
Tom Dumas

- ☐ Caltrans, District 11
Jacob Armstrong

- ☐ Caltrans, District 12
Maureen El Harake

Cal EPA

Air Resources Board

- ☒ All Other Projects
Cathi Slaminski

- ☐ Transportation Projects
Nesamani Kalandiyur

- ☐ Industrial/Energy Projects
Mike Tollstrup

- ☐ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

- ☐ State Water Resources Control Board
Jeffery Werth
Division of Drinking Water

- ☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

- ☐ State Water Resources Control Board
Phil Crader
Division of Water Rights

- ☐ Dept. of Toxic Substances Control
CEQA Tracking Center

- ☐ Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)

- ☒ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

- ☐ RWQCB 3
Central Coast Region (3)

- ☐ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

- ☐ RWQCB 5S
Central Valley Region (5)

- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office

- ☐ RWQCB 6
Lahontan Region (6)

- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

- ☐ RWQCB 7
Colorado River Basin Region (7)

- ☐ RWQCB 8
Santa Ana Region (8)

- ☐ RWQCB 9
San Diego Region (9)

- ☐ Other _____

- ☐ _____
Conservancy

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



December 5, 2014

AMENDED

Brett Bollinger
City and County of San Francisco
Office of Community Investment & Infrastructure
1650 Mission Street, Ste. 400
San Francisco, CA 94103

RE: SCH # 2014112045 Event Center and Mixed-Use development at Mission Bay Blocks 29-32, San Francisco County.

Dear Mr. Bollinger,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez
Associate Government Program Analyst

CC: State Clearinghouse

**Native American Contacts
San Francisco County
December 5, 2014**

Jakki Kehl
720 North 2nd Street
Patterson , CA 95363
jakkikehl@gmail.com
510-701-3975

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P.O. Box 360791
Milpitas , CA 95036
muwekma@muwekma.org
(408) 205-9714
(510) 581-5194

Ohlone / Costanoan

Coastanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
240 E. 1st Street
Pomona , CA 91766
rumsen@aol.com
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(909) 629-6081

Ohlone/Costanoan

The Ohlone Indian Tribe
Andrew Galvan
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chochenyo@AOL.com
(510) 882-0527 Cell
(510) 687-9393 Fax

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Trina Marine Ruano Family
Ramona Garibay, Representative
30940 Watkins Street
Union City , CA 94587
soaprootmo@comcast.net
(510) 972-0645

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister , CA 95024
ams@indiancanyon.org
(831) 637-4238

Ohlone/Costanoan

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road
Woodside , CA 94062
amahmutsuntribal@gmail.com
(650) 400-4806 Cell
(650) 332-1526 Fax

Ohlone/Costanoan

Linda G. Yamane
1585 Mira Mar Ave
Seaside , CA 93955
rumsien123@yahoo.com
(831) 394-5915

Ohlone/Costanoan

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH # 2014112045 Event Center and Mixed-Use Development at Mission Bay Blocks 29-32, San Francisco County.

**Native American Contacts
San Francisco County
December 5, 2014**

Amah Mutsun Tribal Band of Mission San Juan Bautista
Michelle Zimmer
789 Canada Road Ohlone/Costanoan
Woodside , CA 94062
amahmutsuntribal@gmail.com
(650) 851-7747 Home
(650) 332-1526 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 2014112045 Event Center and Mixed-Use Development at Mission Bay Blocks 29-32, San Francisco County.

From: George_Sherie@DOT
To: [Bollinger_Brett \(CPC\)](mailto:Bollinger_Brett(CPC))
Cc: Alm_Erik@DOT
Subject: Caltrans Letter of Response - NOP Event Center Mixed-Use Development at Mission Bay Blocks 29-32 DEIR
Date: Thursday, December 18, 2014 2:52:07 PM
Attachments: [Caltrans - SF280144 Event Center MixedUse Development at Mission Bay NOP - 12182014.pdf](#)

Hello Mr. Bollinger,

Please find Caltrans specific comments regarding the Notice of Preparation for the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 draft Environmental Impact Report attached to this email. Should you have any questions regarding this letter, please contact me at 510-286-5535 or sherie.george@dot.ca.gov.

Thank you,

Sherie George
Transportation Planner
Local Development/Intergovernmental Review
Office of Transit & Community Planning
Caltrans District 4
111 Grand Ave. (MS-10D)
Oakland, CA 94612
office: (510) 286-5535
fax: (510) 286-5559

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-6053

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

*Serious Drought.
Help save water!*

December 18, 2014

FILE # SF280144
SF/280/PM 6.6
SCH# 2014112045

Mr. Brett Bollinger
Office of Community Investment & Infrastructure
City and County of San Francisco
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Mr. Bollinger:

Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the NOP for the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 draft Environmental Impact Report (EIR) and have the following comments to offer.

Lead Agency

As the lead agency, the City and County of San Francisco is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State right-of-way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City and County of San Francisco work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

Traffic Impact Study (TIS)

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State

highways. Please consider proposing mitigation measures to reduce impacts your project may have on Interstate (I-) 80 and I-280. We are particularly concerned about how the project will impact nearby I-80 and I-280 on-ramp and off-ramp locations and suggest an updated count of all locations, including special event data counts, be gathered by the consultant for analysis.

We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address: http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans recommends the TIS at least include turning traffic per study intersection under the above conditions both during game and commute traffic period. In addition, the event center should assume to operate year-round at full seat capacity during both game and commute traffic period.
4. Caltrans recommends including impacts from construction traffic on State highways during the estimated 26 month project duration identified in the NOP.
5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
6. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management

Agency's Congestion Management Plan should be evaluated.

7. Identification of mitigation for any State facilities with identified impacts given the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to: Caltrans Transportation Permits Office, 1823 14th Street, Sacramento, CA 95811-7119. See the following website for more information:
<http://www.dot.ca.gov/hq/traffops/permits>.

Vehicle Trip Reduction

Caltrans commends the project's identified Travel Demand Management (TDM) plan to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. Secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Mr. Bollinger, City and County of San Francisco
December 18, 2014
Page 4

Should you have any questions regarding this letter, please call Sherie George of my staff at 510-286-5535 or sherie.george@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Erik Alm", with a long horizontal flourish extending to the right.

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

From: [Wong, Diane C.](#)
To: [Bohee, Tiffany \(CI\)](#); [Bollinger, Brett \(CPC\)](#)
Cc: [Yamauchi, Lori](#)
Subject: UCSF Comments on the Warriors NOP/Initial Study and EIR Scope
Date: Friday, December 19, 2014 11:19:45 AM
Attachments: [UCSF Comments Warriors EIR Scope 12-19-14.pdf](#)

Tiffany and Brett,

Attached are UCSF's comments on the NOP/Initial Study and EIR scope for the Warriors' Event Center and Mixed Use Development. Thanks for the opportunity to comment. Please let us know if you have any questions. We look forward to working with you further on this matter.

Please confirm receipt of our comment letter.

Thanks. Diane

Diane Wong

Principal Planner / Environmental Coordinator
UCSF Campus Planning
654 Minnesota Street, 2nd Floor
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Campus Planning

Lori Yamauchi
Associate Vice Chancellor

654 Minnesota Street
2nd Floor, Box 0286
San Francisco, CA 94143-0286

Tel: (415) 476-2911
Fax: (415) 476-9478

DATE: December 19, 2014

TO: Tiffany Bohee, Executive Director, Office of Community Investment & Infrastructure; c/o Brett Bollinger, San Francisco Planning Department

FROM: Lori Yamauchi, Associate Vice Chancellor, UCSF Campus Planning

RE: Comments on the Notice of Preparation and Initial Study for the Golden State Warriors' Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Thank you for the opportunity to comment on the Notice of Preparation and Initial Study for the Golden State Warriors' Event Center and Mixed-Use Development project at Mission Bay Blocks 29-32.

The University of California, San Francisco (UCSF) has a major campus site at Mission Bay directly across Third Street from the Warriors' Blocks 29-32 site, where we have made considerable investment in the development of a biomedical campus that furthers UCSF's mission to advance health worldwide through innovative health sciences education, research, and patient care. Besides the burgeoning research facilities at Mission Bay, Phase 1 of the Medical Center at Mission Bay, a hospital complex comprised of three specialty hospitals, outpatient facilities, parking, and a prominent public plaza on Fourth Street developed in close coordination with the City of San Francisco and various stakeholders, is under construction and is planned to open in February 2015. In addition, Mission Hall, an academic office building of about 264,800 gross square feet (gsf) at the northeast corner of 4th and 16th Streets, is now complete.

Our 2014 Long Range Development Plan (LRDP), which was recently approved by the Regents of the University of California on November 20, 2014, plans for campus growth over a 20-year horizon to year 2035. The 2014 LRDP projects an additional 992,000 gsf at the Mission Bay campus site primarily comprised of research space and housing. In addition, Phase 2 of the Medical Center at Mission Bay, about 794,000 gsf, is anticipated to be developed beyond the 2035 LRDP horizon year.

The campus population is comprised of faculty, staff, students, patients, and visitors. There are currently about 3,900 UCSF faculty and staff employed at the UCSF Mission

Bay campus site, and over 900 people reside on campus. In addition to the hundreds of students and visitors on campus, about 280 outpatients per day are seen at clinics at Mission Bay. The population will substantially increase when Mission Hall and the Medical Center at Mission Bay open in February 2015. With this increase, with campus growth projected under the proposed 2014 LRDP, and with Phase 2 of the Medical Center at Mission Bay, faculty and staff population would be 15,400 at the Mission Bay campus site. The number of residents living in on-site campus housing would double from 900 to 1,900. Patient visits at Mission Bay are projected to grow to about 2,400 per day. Including other visitors, total average daily population at the Mission Bay campus site could grow to about 21,800 persons per day.

We appreciate that the Warriors and City staff have had numerous informational meetings with us regarding the proposed project. Our comments on the Notice of Preparation/Initial Study for the Warriors' Event Center and Mixed-Use Development reflect our ongoing concerns with the potential impacts of the Warriors' project on the UCSF Mission Bay campus site. Our main environmental impact concerns fall into the following categories, and we request that the Draft EIR analyze these issues and formulate effective mitigation and/or improvement measures for each:

Campus and Emergency Room Access

The Medical Center at Mission Bay will include three specialty hospitals for women, children, and cancer patients. The potential for the Warriors' project to adversely affect access to the UCSF Mission Bay campus is of paramount concern to us. When the Medical Center at Mission Bay opens in February 2015, a substantial patient population will need to access our site, for both outpatient care during regular business hours, and for inpatient care on a 24-hour/day, 7 day/week basis. A birthing center at the hospital will mean expectant mothers will require quick access to the site at any given time to deliver their babies. An emergency room for the UCSF Children's Hospital will be located at the southern end of the hospital complex, with access from Fourth Street at Mariposa Street, which will require unimpeded access 24/7.

As discussed above, our 2014 Long Range Development Plan projects additional space and population growth on the campus, including new research facilities and new campus housing. In order for the campus to function effectively, it is imperative that vehicular and public transit access to the campus not be impeded by the event attendees and occupants of the Warriors' project.

Parking Impacts

UCSF is concerned about the supply of on-street and off-street parking facilities for its patients, visitors and employees during events at the Warriors' Event Center, particularly when events are concurrent with events at AT&T Park. We believe a comprehensive parking plan considered together with traffic circulation is essential, and to-date the project's parking plans are woefully inadequate. Our understanding is that only about 500 parking spaces in the proposed project's 950-space on-site garage will be available to event patrons. Other than these available on-site parking spaces and the planned use of about 130 parking spaces at the

nearby 450 South Street parcel, no other parking supplies have been identified. We are concerned that the parking demand will greatly exceed the parking supply identified to date.

Cumulative Impacts and Events Management

Given the over 200 events per year that are projected to occur at the Warriors' Event Center, overlap of these events with events held at AT&T Park (i.e. "dual events") will undoubtedly occur, resulting in impacts on the surrounding street network, parking supply, and public transit. It is likely that limits on concurrent events will need to be imposed so as not to overwhelm transportation and parking capacity in the area. We believe that the frequency, duration, size, and timing of events needs to be better considered and coordinated with AT&T Park management. UCSF would like to provide input in such coordination on an ongoing basis.

Safety, Public Services and Off-Site Impacts

UCSF is concerned about safety and security on the UCSF Mission Bay campus site should Warriors' Event Center crowds spill over to the UCSF campus before, during, and after events. Effective crowd management at the Warriors' Event Center and in the vicinity will be critical to ensuring that UCSF's facilities, employees, students, patients and visitors are not impacted. The Warriors facilities should be designed to ensure that the needs of event patrons are met on-site to the extent possible. Sufficient outdoor public restroom facilities accessible 24/7/365 should be included with the proposed project, and sufficient trash receptacles should be available on-site and in the surrounding area to accommodate expected crowds. Litter pick-up should be provided within a certain radius of the proposed project site. The Warriors will need to provide security and maintenance services in the surrounding neighborhood to mitigate these potential impacts, including on UCSF's campus, before, during and after events, or make financial arrangements with UCSF to augment its security and maintenance staff to perform these functions.

Minimizing Impacts of the Warriors' Project

In 1997, when UCSF decided to develop a new campus site at Mission Bay, we did so with the expectation that the University would be adjacent to planned biotechnology uses in the area, as well as commercial uses and housing pursuant to the City's Mission Bay South Redevelopment Plan and as analyzed in the City's 1998 Mission Bay Subsequent EIR (SEIR). UCSF has worked closely with the City and other property owners at Mission Bay to ensure impacts from planned UCSF development stay within projected impacts of the SEIR. As such, our expectation is that impacts associated with the proposed Warriors project will not exceed those impacts projected in the Mission Bay SEIR. It is important that the Warriors make every effort to minimize its impact on the University, a public educational, research and health care institution that is a beneficial resource to the San Francisco community, the Bay Area, and beyond.

Comments on the Scope of the Draft EIR

Reflecting the concerns noted above, our specific comments on the scope of the Draft EIR are below.

Project Description

1. A comprehensive transportation and parking management plan should be included in the Project Description. The proposed Transportation Management Plan (TMP) is briefly mentioned in the Initial Study (IS page 16), but no specifics are given. Since the TMP is a component of the proposed project, the Project Description should include the TMP itself, or reference the TMP document, which should be made available for public review. The EIR should include the traffic, parking and transit assumptions used to develop the TMP and EIR analysis, and include specifics about measures to reduce vehicular traffic, planned traffic management both pre-event and post-event, traffic routing, proposed lane closures, use of parking control officers (PCOs), and other measures to ensure that the traffic and transit impacts of the project will not affect operations at critical facilities, including UCSF, adjacent to the project site. The TMP and EIR should identify when operational measures are triggered (*e.g.* what size event would trigger certain routing, and use of PCOs). The EIR should analyze whether measures identified in the TMP would be effective in reducing vehicle trips, managing traffic and circulation impacts, whether modifications to the TMP should be made, or whether the project itself should be modified to eliminate or minimize potentially significant impacts. If TMP measures will include lane closures for some or all events, the effect on such closures on vehicular, transit, pedestrian and bicycle circulation in the vicinity should be analyzed in the Draft EIR.
2. Because the TMP is a critical component of the operation of the proposed Warriors' Event Center, we believe it is imperative that the TMP be required as a condition of project approval.
3. Since the locations of parking facilities serving the proposed project are critical to understanding traffic and circulation impacts, the TMP should include the locations and quantities of parking spaces expected to serve the proposed project, to the extent they are known, or if they are not known, what assumptions are included in the analysis. The project description in the EIR must describe parking in sufficient detail to support an adequate transportation impact analysis. In addition, a comprehensive discussion should be provided regarding parking operations during events, as such operations, if not effective, could affect traffic circulation and result in queuing on adjacent roadways.
4. The analysis should not assume the use of UCSF's parking facilities by the proposed project, as UCSF has not agreed to allow Warriors' patrons or employees to park at UCSF facilities. If and when an agreement with UCSF is reached, then UCSF's parking facilities can be listed in the TMP and illustrated in the figures.

5. Our understanding of the TMP is that at present it considers traffic flow by event patrons and transportation providers in/out of the Warriors' Event Center. However, it does not consider traffic flow of event patrons parked at locations other than at the Event Center. The EIR Project Description and the TMP should consider how traffic will be managed at other parking locations. In addition, the TMP and EIR should consider how traffic will be managed to facilitate traffic, transit, pedestrian, and bicycle flow for adjacent and nearby uses that are not destined for the Warriors' Event Center, including UCSF patients, visitors, employees and residents, and other nearby residents and visitors to nearby uses.
6. We encourage smart parking management such that patrons likely to arrive from the north receive assigned parking spaces to the north of the project site, and patrons likely to arrive from the south receive assigned parking spaces to the south of the project site.
7. On-site parking facilities are described as 950 spaces on three levels (IS page 12). The EIR should discuss on-site parking facilities in greater detail. For example, the EIR should identify how many of those spaces would be available to event patrons versus to the users of the office and retail space. Our understanding is that only about half of the 950 on-site parking spaces would be available to event patrons, reserved for premier ticket-holders.
8. Our understanding is that the TMP is intended to be a living document in that once the proposed project is operational, the TMP may be modified from time to time to adapt to real-life conditions. We agree with that concept and request that the TMP identify mechanisms for monitoring traffic impacts to surrounding streets and impacts to the UCSF campus, including impacts to private vehicles, transit, emergency vehicles, UCSF shuttles, pedestrians and bicyclists. Any modifications to the TMP should require a public process for stakeholders, including UCSF, to comment. Measures contained in the TMP that are relied upon as mitigation for the project's impacts must be binding and enforceable.
9. The EIR should identify what Transportation Demand Management (TDM) measures are proposed to reduce vehicular travel to the area. TDM measures should be required as mitigation measures and as conditions of approval.
10. The main plaza along Third Street is designed to accommodate outdoor events (IS page 16). The potential for amplified sound equipment to be used for outdoor events at the project site should be discussed in the EIR, and the impacts on nearby facilities analyzed (see Noise below). The EIR should include additional information regarding outdoor events in the plaza or otherwise, including: daily/annual event dates and time schedule, decibel limits and monitoring, exterior event lighting locations and light levels, audio/visual design including any exterior monitors/LED panels, and other environmental elements with potential to impact occupants of the UCSF campus, including sensitive receptors, in nearby campus

housing, medical facilities or operations. The EIR should include mitigation measures designed to prevent any potentially significant noise impacts.

11. The EIR should discuss the project's exterior site and building lighting plan including illuminated exterior signage (i.e. LED) billboards, event panels and other light producing elements and their potential impacts on neighboring land uses. The EIR should include mitigation measures designed to prevent any impact from outdoor lighting on adjacent land uses, including the UCSF campus.
12. IS Page 20: "UCSF is currently preparing a new Long Range Development Plan . . ." The Regents of the University of California approved the Final UCSF 2014 LRDP on November 20, 2014.
13. Approvals Required (IS page 21): More explanation concerning the approvals sought should be provided in the EIR. Please clarify what specific amendments would be sought to the Mission Bay South Design for Development, and what modifications to Mission Bay South Signage Master Plan and Mission Bay South Streetscape Plan would be needed. Regarding modifications to the Mission Bay South Design for Development, our understanding is that the proposed project would seek: (1) a height increase for the Events Center to be located on Blocks 30 and 32, (2) a second 160-foot-tall tower on the site where only one 160-tower is allowed; (3) exceptions to the bulk limits and tower separation for many of the structures on the site; (4) exceptions to the required view corridor in the center of the project site, east of Campus Way; and (5) exceptions to parking and loading requirements. The first three exceptions, if granted, would have impacts on shadows, wind and aesthetics (see Aesthetics below).
14. The EIR should include the fact that approval is needed from the University of California to release the Warriors from a view easement located along the Campus Way axis, extending 100 feet into the site from Third Street, to enable the Warriors to develop within this view easement.
15. UCSF requests additional design and programmatic information about the Gatehouse site element including the location of doors, vertical circulation elements, public restrooms (if any), solid vs. void elements, lighting and signage, as it will be located within our easement and will have a visual impact.
16. Please explain the "Governor's approval of project sponsor's Assembly Bill 900 (AB 900) application", its purpose, practical application, its benefit to the project, and any consequences for member of the public, including UCSF.

Land Use

17. The discussion of potential land use impacts in the IS/NOP (pp. 27-36) implies that a project like the Event Center was contemplated in the Mission Bay South Plan area, “would be similar” to “nighttime entertainment use” previously analyzed in the Mission Bay FSEIR”, and that TMP measures would enhance connections in the area. As the proposed Event Center would require a secondary use finding, multiple amendments to the applicable Design for Development and other variances, we believe that potential land use impacts should be included in the Draft EIR

Aesthetics

18. Although the Initial Study states that aesthetic and parking impacts need not be considered significant impacts for infill projects pursuant to Public Resources Code Section 21099(d), the numerous modifications proposed to the Mission Bay South Design for Development standards which would increase the height limit, the number of allowed towers on the site, increase building bulk beyond current limits, and eliminate a view corridor, warrants the analysis of aesthetic and view corridor impacts resulting from the proposed project, at least for the purpose of providing information to the public and decision makers.
19. Given the proximity of the proposed entertainment venue to sensitive receptors (i.e. UCSF hospital and residents), information about nighttime lighting at the Event Center, including the potential for outdoor animated lighting, strobe lighting, or Hollywood-style search lights during special events, should be discussed and impacts on adjacent land uses analyzed, including potential impacts on operations of the new helipad located atop the Medical Center at Mission Bay.
20. In addition, UCSF is concerned about the visual impact of the Third Street Plaza and associated retail space being *elevated* above Third Street, 16th Street and South Street, rather than *at street level* where activation of the street is encouraged, and the expanse of blank parking garage walls fronting those streets.
21. Construction-period nighttime lighting and impacts on adjacent land uses should be analyzed, and mitigation measures imposed as appropriate.

Transportation

22. As stated above, access to the UCSF Mission Bay campus site by patients, visitors, and employees is of paramount concern. Please see transportation-related comments above on the Project Description. The TMP should be included as part of the Project Description, and should include a discussion about traffic management, traffic routing, use of PCOs, location of parking facilities, and parking operations management.

23. The EIR should evaluate the extent to which patients in private vehicles and public transit destined to the UCSF Mission Bay campus site may be delayed or otherwise encounter difficulties reaching the hospital or emergency room due to Event Center traffic congestion on roadways, or queues on the I-280 off-ramp to Mariposa Street. The EIR should also evaluate the extent to which emergency vehicles may be delayed reaching the hospital emergency room. Mitigation measures and/or improvement measures should be identified.
24. Given the limited number of roadways leading into and out of Mission Bay, UCSF encourages east/westbound event traffic to be routed to the south of the UCSF Mission Bay campus site to the extent possible – i.e. onto Mariposa Street, rather than onto 16th Street which bisects the UCSF Mission Bay campus site and which will have a reduced vehicular capacity given the planned public transit-only lanes on 16th Street in the future. We encourage the avoidance of 16th Street during the 5 p.m. to 7 p.m. peak period when UCSF employees are leaving the site and an employee shift change occurs at the hospitals.
25. The City of San Francisco typically considers a project to have a significant impact with respect to traffic if the project causes the level-of-service (LOS) at an intersection to deteriorate from LOS D or better to LOS E or F. For most projects, the p.m. peak period from 4 p.m. to 6 p.m. is analyzed. Given the atypical characteristics of the proposed project, whereby a large number of vehicles is expected to arrive/leave the area in a relatively short amount of time, and the greatest amount of traffic generated by the Event Center is likely to occur outside of the 4 p.m. to 6 p.m. period, the EIR should clearly identify the peak periods and what significance standard is appropriate to apply in this situation to determine the significance of traffic impacts.
26. In addition, given that the EIR is to evaluate the effectiveness of the TMP, the EIR should identify what significance standard applies in evaluating the effectiveness of the TMP and in determining whether mitigation measures are needed.
27. UCSF's recently certified 2014 LRDP FEIR identified potentially significant and unavoidable cumulative traffic impacts at several key intersections in the Mission Bay South Area that could result from events at the Warriors' Event Center. These impacts should be further analyzed in the Draft EIR.
28. The EIR should identify the basis for assumptions regarding the frequency and times of day of dual events (i.e. events at Warriors' Event Center concurrent with events at AT&T Park).
29. Off-site parking facilities available to the proposed project appear to only include 132 existing off-site parking spaces in the 450 South Street parking garage (IS page 13). The EIR should identify the parking demand resulting from the proposed project, particularly during events, and whether parking demand would be met by on- and off-site parking facilities.

30. The EIR should conduct quantitative pedestrian flow/circulation modeling to validate the required size and location of pedestrian routes approaching and within the site to ensure that pedestrians will not spill over sidewalks in to roadways and/or the UCSF campus, impacting campus operations, vehicular access or otherwise.
31. UCSF requests a comprehensive pedestrian exiting plan illustrating how taxi and valet parking along Terry Francois Blvd. will be accessed and announced. Currently our understanding is that the elevator cores near the corners of South St. and Terry Francois Blvd. are not easily visible from the sidewalk. Unclear access to and from taxi and valet parking areas may result in patrons finding other locations to find taxis which may cause pedestrian flows through our campus.
32. UCSF requests that a pedestrian barrier along 3rd street within the central median be studied to mitigate pedestrian jay-walking across 3rd street onto the UCSF Mission Bay campus site.
33. The EIR should evaluate whether the event center will provide adequate bicycle facilities to promote access by bike.
34. We understand based on recent community presentations given by the Warriors that the EIR will assume completion of the Central Subway and Caltrain Electrification by the time the Warriors' proposed project is completed in 2018. This may be a faulty assumption, as our understanding is that the Central Subway is not scheduled for completion until 2019, and Caltrain Electrification is not scheduled to be completed until late 2020 at the earliest. Therefore, the potential impacts of the proposed project before these improvements are in place needs to be analyzed.
35. For the estimates of travel demand of Warriors games, data from Oracle Arena should not be used exclusively. Oracle Arena is located a distance from major employment centers, is accessed via a congested freeway, and has limited on-site pre-game dining options. Conversely, the proposed Project is located adjacent to Downtown San Francisco and will be providing thousands of square feet of new restaurant space. As such, it is likely that game patrons traveling to the Project will arrive several hours prior to events and thus will overlap with the evening peak commute hours. Additional data from similar urban arenas (such as Staples Center in Los Angeles) should be reviewed.
36. The analysis should consider the number of UCSF employees leaving/arriving from the UCSF campus, especially the employee shift change at the UCSF hospitals which would be coincident with Event Center patron arrivals for peak (evening) events.
37. Given the proliferation of Uber and other so-called "ride-sharing" services, these modes of travel need to be accounted for in the trip generation and the site planning.

38. Since there will be little on-site parking, the transportation analysis needs to address the substantial pedestrian volumes walking to and from off-site parking facilities.
39. We understand that recent CEQA changes no longer consider parking shortfalls significant environmental effects. Nonetheless, CEQA does not foreclose a detailed parking supply/demand study for planning and informational purposes, as well as analysis of queuing for parking spaces. We recommend that the EIR include a parking supply/demand assessment and disclose any parking shortfalls, review area-wide parking conditions, the effects of vehicles circling looking for parking, and queues at all designed event parking facilities.
40. Mission Bay has limited street capacity, with certain pinch points at the I-280 on/off ramps, the 16th Street / 7th Street intersection at the Caltrain crossing, and the Fourth Street and Third Street bridges. Interventions at these pinch points are critical to facilitating traffic flow in and out of Mission Bay.
41. Should traffic congestion warrant, the analysis should consider contraflow lanes as mitigation or improvement measures. One possibility is the coning of westbound Mariposa Street to temporarily enable three lanes westbound, rather than two lanes, to facilitate traffic flow onto I-280. This should be considered along with possible interventions on the I-280 on-ramp to facilitate traffic flow.
42. The IS/NOP (p. 17) indicates that excavation for the Warriors' project will require the removal of 350,000 cubic yards of soil from the site. This will add approximately 10,000 – 20,000 heavy truck trips to the neighboring streets, depending on the capacity of the dump trucks used for hauling. The traffic and safety impacts of these trips should be analyzed in the Draft EIR.

Hydrology/Water Quality

43. Large arena events generate a substantial amount of trash that is deposited on both the adjacent public right-of-ways and on the private property surrounding the arena. The EIR should analyze trash deposition on these areas surrounding the arena. It should identify mitigation, such as additional trash receptacles and post-event trash pick-up radius exterior to the Warriors property line sufficient to avoid impacts on the water quality of the storm drain system.

Noise

44. Given the number of entertainment events proposed, the EIR should analyze the following:
 - The effect of crowd noise on adjacent facilities, especially UCSF inpatient facilities which operate on a 24-hour/day, 7-day/week basis, and UCSF campus housing located directly across the street from the project site on Third Street

- The effect of outdoor amplified noise on adjacent facilities and measures to reduce such noise impacts
- The potential for noise leakage from the Event Center structure, particularly during concerts, and associated impacts on adjoining land uses
- In addition, UCSF's recently certified 2014 LRDP FEIR identified a potentially significant and unavoidable cumulative noise impact from concurrent UCSF/Warriors' construction projects. This should be further analyzed in the Draft EIR.

45. The EIR should identify noise mitigation measures to reduce potentially significant noise impacts, including impacts on sensitive receptors at UCSF's residential and medical facilities.

Air Quality

46. UCSF's recently certified 2014 LRDP FEIR identified potentially significant and unavoidable cumulative air quality impacts from concurrent construction projects and concurrent operations of the UCSF Mission Bay campus site and the Warriors' Event Center. These impacts should be further analyzed in the Draft EIR.

Wind and Shadow

47. Given the height of the proposed structures, wind and shadow impacts on UCSF facilities should be analyzed, particularly in areas heavily used by pedestrians, such as Gene Friend Way near Third, and the 16th/4th campus gateway.

Utilities

48. For the EIR analysis of wastewater issues, please note that the UCSF 2014 LRDP FEIR identified an issue with the Mariposa Pump Station that has yet to be resolved with the San Francisco Public Utilities Commission staff (see UCSF 2015 LRDP EIR, pp. 7-98 through 7-100 and pg. 10-15). The proposed Warriors' project may contribute to a cumulative impact and this should be analyzed in the Draft EIR.

Public Services

49. As noted on page 2 of this memorandum, UCSF is concerned about security on the UCSF Mission Bay campus site should Warriors' Event Center crowds spill over to the campus before, during, and after events. The EIR should discuss the project's plan for crowd management, nighttime hours of operation, and provisions for sufficient on-site and off-site security and maintenance personnel, public restrooms and trash receptacles.

Hazards

50. While the Initial Study asserts that the proposed project would not interfere with emergency response, the EIR should evaluate the potential impacts on emergency response in the area, particularly given the project's proposal to close a portion of Third Street to through traffic after events, and given vehicular queues and traffic congestion that are likely to occur both

before and after events. Even with parking control officers to direct traffic, UCSF is concerned that traffic congestion may inhibit the movement of emergency vehicles needing to access the UCSF Children's Hospital emergency room, due to vehicular queues on streets as well as queues on the I-280 off-ramp to Mariposa Street. In addition, patients who need to reach the hospital or emergency room may be in private vehicles, which would not have the benefit of sirens/lights to facilitate their movement through congested traffic. For these reasons, the potential for delay to hospital/emergency room access needs to be considered, as access must be unimpeded 24/7.

51. The EIR should analyze the potential for construction cranes to interfere with air medical access to the UCSF hospital helipad. Construction cranes for the proposed Warriors' project would be in or in close proximity to the UCSF helicopter flight paths as the UCSF hospital and helipad will be operational in February 2015.

Should you have any questions about this memo, please contact me at (415) 476-8312, or Diane Wong of my staff at (415) 502-5952.



January 13, 2015

Ms. Tiffany Bohee
OCII Executive Director
c/o Brett Bollinger
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Warriors Arena Notice of Preparation of an Environmental Impact Report

Dear Ms. Bohee:

The San Francisco Bay Trail is a 500-mile shoreline walking and bicycling path that will one day encircle the Bay. With over 340 miles complete, it follows the shoreline in nine counties, passes through 47 cities and crosses four-and-a half toll bridges. The Trail provides scenic recreation for hikers, joggers, bicyclists, skaters and wheelchair riders. It offers a setting for wildlife viewing and environmental education, and serves as an important commute alternative for bicyclists.

In the vicinity of the proposed project, an existing segment of Bay Trail is located adjacent to the shoreline, east of Terry Francois Boulevard. The project will draw large numbers of people to this area of the waterfront for games and other events. To alleviate the inevitable traffic impacts, the project proponent should make every possible effort to draw people to the site by means other than the private vehicle.

We note that the NOP references the inclusion of a two-way cycle track as part of the Mission Bay Plan, but not as part of the Warriors Arena Project. It is imperative that the proposed cycle track be seamlessly incorporated into the design of the stadium entrance, and that pedestrian circulation and safety be thoroughly evaluated alongside the bicycle and vehicle circulation plans. Please include schematics, diagrams and plans in the EIR depicting these aspects of the proposed project.

It is important that the Bay Trail remain open and accessible to all users during construction. Please provide detailed information in the EIR regarding any impacts to the trail that may occur during construction, and how the project plans to mitigate for those impacts.

It is imperative that non-motorized transportation means of accessing the site are real and meaningful. A well-designed and implemented bicycle and pedestrian infrastructure, including wayfinding signage, seamless bicycle valet, bike share, and promotion of the San Francisco Bay Trail as the premier means of accessing the new stadium will demonstrate the Warriors commitment to the residents in the area, to the larger Citywide community, and to the region as a whole.

If you have any questions regarding these comments or about the Bay Trail, please contact me at (510) 464-7909 or by e-mail at maureeng@abag.ca.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Maureen', with a long, horizontal, slightly wavy line extending to the right.

Maureen Gaffney
Bay Trail Planner



From: [Susan Elwell](#)
To: [Warriors, PLN \(CPC\)](#)
Cc: [Nadia Costa](#); [John Alden \(jalden@fibrogen.com\)](#); ["casharpe@Fibrogen.com"](#)
Subject: Event Center and Mixed-Use Development at Mission Bay Blocks 29-23
Date: Friday, December 19, 2014 4:27:49 PM
Attachments: [12-19 Letter to Tiffany Bohee-San Francisco Planning Dept..pdf](#)

Original to follow by U.S. Mail.

This email is sent at the request of Nadia L. Costa.
Please reply to nadia.costa@msrlegal.com

Susan Elwell | Miller Starr Regalia

Assistant to Nadia L. Costa

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December 19, 2014

VIA E-MAIL

Tiffany Bohee
Executive Director
Office of Community Investment and Infrastructure
San Francisco Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103
c/o Brett Bollinger
E-Mail: warriors@sfgov.org

Re: Event Center and Mixed-Use Development at Mission Bay Blocks 29-23

Dear Ms. Bohee:

This law firm represents FibroGen, a research-based biotechnology company at 409 Illinois Street in San Francisco, immediately adjacent to the proposed multi-purpose event center and mixed-use development referenced above. FibroGen occupies an approximately 234,249 square foot building and employs more than 300 employees. FibroGen's building also houses a number of similar micro-companies that employ nearly 200 additional employees on-site. FibroGen is pleased to provide comments on the Notice of Preparation/Initial Study of Environmental Impact Report (collectively, NOP) for the proposed project, which would generally consist of approximately one million square feet of arena, office, and retail uses on an approximately 11-acre site within the Mission Bay South Redevelopment Plan Area of San Francisco (Project). We appreciate the Project applicant's collaborative approach and outreach to date with FibroGen and other community stakeholders, and look forward to continuing to work together productively with the applicant and staff during the Project's entitlement and EIR processes.

FRAMEWORK FOR ANALYSIS

As a preliminary matter, the Office of Community Investment and Infrastructure (OCII) proposes to have the Project's environmental review tier off the Mission Bay Final Subsequent Environmental Impact Report (Mission Bay FSEIR), which was certified in 1998 as a program EIR for a project emphasizing housing, commercial development, and educational/institutional uses, with retail/entertainment, and hotel space. Given that the Project appears to involve substantial changes to the

proposal analyzed in the Mission Bay FSEIR (which itself tiers off a 1990 FEIR for the Mission Bay Plan) coupled with the passage of time, modified significance criteria, and changing circumstances in the vicinity, we believe it will be critical to explain in detail the basis for this proposed approach; and to ensure the Project SEIR fully discloses and analyzes all new or more severe significant environmental effects than those analyzed in the previous environmental documentation.

In addition, we have specific comments on a range of construction and operational issues that have the greatest potential to negatively impact FibroGen, which the SEIR should recognize as a sensitive receptor, and its business and employees.

CONSTRUCTION

Transportation and Circulation—The NOP does not discuss or analyze the Project's transportation and circulation impacts, and it indicates that all such impacts will be addressed in the SEIR. We believe this to be the appropriate approach. The Project's construction-related transportation impacts are likely to be severe, and the SEIR should be based on conservative assumptions that analyze and disclose all such impacts, including, without limitation, road closures, staging, construction employee parking, etc. on surrounding uses.

Noise and Vibration—FibroGen's operations, sensitive instrumentation, laboratories, and chemicals are all highly sensitive to noise and vibration. The quality of life of FibroGen's scientists and employees are also negatively impacted by noise and vibration. Accordingly, the Project should be analyzed utilizing conservative assumptions according to rigorous standards, which are continuously monitored with compliance ensured through enforceable mitigation measures.

For example, although the NOP does not discuss or analyze the Project's potential noise and vibration impacts, the NOP does appear to suggest that the Project might include pile driving. According to page 17 of the NOP, the Project will conduct a pile test program to determine site-specific pile installation methods and requirements, and a construction monitoring program will be developed "to ensure potential effects on subsurface archaeological resources would be avoided or minimized prior to the commencement of ground disturbance activities, foundation excavation and pile driving." The NOP also explains that the Project applicant has proposed alternative methods of pile driving, which is consistent with public representations that have been made at prior public meetings regarding the Project, including at the December 9th scoping meeting. The Project should be conditioned so that pile driving is prohibited and drilled augers are instead required. And the SEIR should analyze the noise and vibration impacts of a development that is constructed with drilled augers and not pile driving, in a setting that includes sensitive receptors such as FibroGen.

Air Quality—The NOP does not discuss or analyze the Project's potential air quality impacts. Importantly, FibroGen has already been negatively impacted by the

construction, two blocks away, of UCSF Medical Center at Mission Bay. Among other things, FibroGen has had to significantly increase the frequency with which it changes its air filters, and it has experienced significant amounts of dust and dirt on its windows and walls throughout the hospital's construction period. The 26-month construction period of the Project, immediately across 16th Street, is likely to be even more impactful to FibroGen.

The SEIR should discuss, analyze, and disclose all of the construction-related air quality impacts that would be generated by such a large project over a lengthy construction period. The SEIR should also conservatively analyze those impacts in the event the Project is able to be constructed over an even shorter period. Further, enforceable mitigation measures to avoid such impacts to FibroGen and other uses in the vicinity should be adopted.

Utilities and Service Systems—The NOP does not discuss the Project's potential construction impacts to public infrastructure within the street rights-of-way, including dry utilities, as addressed in the Mission Bay Infrastructure Plan (Infrastructure Plan). However, the SEIR should analyze and disclose the Project's potential impacts to all of the street improvements, wet and dry utilities, and other infrastructure regulated in the Infrastructure Plan.

Public Services— Given the scope of the proposal and the sensitivity of the nearby uses, the SEIR should evaluate the Project's potential impacts on public services, particularly with respect to law enforcement, fire and other emergency services, and solid waste management (e.g., displacement of vermin, handling of construction materials, etc.).

OPERATIONS

Transportation and Circulation—The NOP does not discuss or analyze the Project's transportation and circulation impacts, and it indicates that all such impacts will be addressed in the SEIR. As noted above, we believe this to be the appropriate approach. The Project's transportation impacts are likely to be severe, and the SEIR should be based on conservative assumptions that analyze and disclose, among other things, the cumulative impacts likely to ensue as a result of the use of the UCSF hospital or other facilities in the area when either or both of the San Francisco Giants and Golden State Warriors games occur at the same time, or any other events occur at the proposed Project's facilities or at AT&T Park. In addition, given the potential incompatibility of the Project with existing and reasonably foreseeable future uses, the SEIR should analyze and disclose the Project's transportation-related impacts to safety and hazards, including when ambulances and others must quickly get to UCSF. Also, the SEIR should disclose and analyze the Project's impacts on public transit, given its currently constrained nature, and ensure that the transportation analysis properly considers any existing and future system constraints.

Further, the SEIR should analyze and disclose the Project's transportation impacts to FibroGen, particularly given that the primary access for cars, and the sole access for trucks to the Project's 13 truck docks, would be on 16th Street, immediately adjacent to FibroGen. Among other things, the SEIR should address how Project-related transportation would impact circulation in the area, and the extent to which such impacts would generate significant or potentially significant noise and vibration impacts, and would decrease air quality in the area that would require mitigation. The SEIR should also disclose and analyze potential transportation and circulation conflicts caused by the proximity of the Project's proposed primary vehicular access immediately across the street from FibroGen's main artery for its own parking garage and loading docks as well as the Project's impacts on the nearby freeway access.

The NOP recognizes that parking impacts are not required to be analyzed for purposes of CEQA compliance, but it nevertheless proposes to analyze and disclose such impacts due to the fact that it will be of interest to the public and decision makers. We believe this is the appropriate approach to take. Given that the Project's parking impacts are likely to be severe in any event, the SEIR should conservatively analyze and disclose the impacts likely to ensue, particularly the cumulative impacts that would inevitably result from the UCSF facilities in the area and when events occur simultaneously at AT&T Park and the Project's facilities.

Noise—The NOP does not discuss or analyze the Project's potential operational noise impacts, and it states that the Project's potential uses are not sensitive noise receptors. While we do not question that conclusion, FibroGen should be treated as a sensitive noise receptor, and the SEIR should analyze and disclose the Project's potential noise impacts and include all appropriate and enforceable mitigation measures. Among other things, the noise analysis should include impacts resulting from traffic and circulation by patrons and employees, from deliveries to the Project site, and from diesel generators proposed in the event of power outage.

Land Use—The NOP concludes that the Project "would obviously not conflict with applicable land use plans or policies," since the proposed office and retail uses and considered primary uses and the proposed event center is considered a secondary use. However, given the Project's significant scope coupled with the sensitivity of FibroGen's use and ongoing operations, combined with other uses in the vicinity that have since been constructed, we believe it is critical that the SEIR thoroughly disclose and evaluate any potential land use incompatibilities with surrounding land uses.

Air Quality—As noted above, similar to construction-related air quality impacts, the SEIR should discuss, analyze, and disclose all of the operation-related air quality impacts that would be generated by such a large project, particularly in light of the significant traffic that would occur in connection therewith. Further, enforceable mitigation measures to avoid such impacts to FibroGen and other uses in the vicinity should be adopted.

Utilities and Service Systems—The NOP does not discuss the Project's potential operational impacts to public infrastructure within the street rights-of-way, including dry utilities, as addressed in the Mission Bay Infrastructure Plan (Infrastructure Plan). However, the SEIR should analyze and disclose the Project's potential impacts to the all of the street improvements, wet and dry utilities, and other infrastructure regulated in the Infrastructure Plan.

Public Services—The NOP does not discuss potential Project impacts to law enforcement service ratios or response times, including the potential for fan violence (which is widely documented in professional sports) and the proliferation of alcohol-related uses (restaurants and bars). Notably, significant riots occurred after the Giants won the 2014 World Series, resulting in several deaths and causing blocked traffic and bus service suspension, all of which impose demands on law enforcement (including the potential need to expand facilities to accommodate additional law enforcement personnel and services). Accordingly, the SEIR should disclose and analyze the Project's potentially significant impacts in this regard. In addition, the SEIR should discuss and analyze an evacuation plan for emergency response, including law enforcement, and make that plan an enforceable mitigation measure. In addition, the Project's operational impacts on other public services, including, without limitation, solid waste management should be considered.

Alternatives—The NOP does not discuss potential alternatives to the Project. As required under CEQA, the SEIR will need to consider a reasonable range of alternatives. Specifically, we believe there may be an opportunity for the SEIR to evaluate alternatives that incorporate potential design changes that may be necessary to address significant traffic and circulations concerns (e.g., a reconfigured site plan that provides additional vehicular access on Third Street as well as Terry A François Blvd.; additional modifications to the freeway access; and modifications of existing public transportation to alleviate traffic concerns).

Again, we appreciate the opportunity to comment on the Project's NOP and look forward to continuing to work together in a collaborative fashion with the applicant, staff and other stakeholders during this process.

Sincerely,

MILLER STARR REGALIA

Nadia L. Costa

Nadia L. Costa

NLC

cc: John Alden, Esq.
Catherine Sharpe

From: [Paolo Cosulich-Schwartz](#)
To: [Warriors, PLN \(CPC\)](#)
Cc: [Reilly, Catherine \(CII\)](#); [Bollinger, Brett \(CPC\)](#)
Subject: Warriors Mission Bay NOP and IS Comments
Date: Friday, December 19, 2014 12:52:49 PM
Attachments: [Warriors SEIR NOP Letter - December 2014.pdf](#)

Dear OCII,

Please accept comments in the attached letter on the Notice of Preparation and Initial Study for the proposed Warriors arena project at Mission Bay Blocks 29-32. For our records, please confirm receipt of this email and attached letter.

Thank you,
Paolo Cosulich-Schwartz

--

Paolo Cosulich-Schwartz
Business and Community Program Manager

We're Gearing Up For Great Streets!
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[San Francisco Bicycle Coalition](#)
Promoting the Bicycle for Everyday Transportation

(415) 431-BIKE (2453) x312
[833 Market Street, 10th Floor](#)
San Francisco, CA 94103



San Francisco Bicycle Coalition
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sfbike.org

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

December 19, 2014

Tiffany Bohee
OCII Executive Director
San Francisco Planning Department
1650 Mission Street Suite 400
San Francisco, CA 94103

RE: Notice of Preparation and Initial Study for Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Dear Ms. Bohee,

Please accept the following comments from the San Francisco Bicycle Coalition on the Initial Study and scope of the Subsequent Environmental Impact Report for the Warriors' Mission Bay arena project.

Adjust Transportation Mode Share Assumptions

The only stated assumptions by the project regarding mode share are in the Warriors' Transportation Management Plan, released November 2014. We are concerned that the assumptions made in this document do not reflect the existing or future conditions in Mission Bay, nor does the Transportation Management Plan provide a strong basis for these assumptions. Specifically, the Transportation Management Plan assumes a 2% bicycle mode share for the 2018 opening of the arena site, despite Mission Bay's existing 5% bicycle mode share and City goals for 8% bicycle mode share by 2018 and 20% by 2020.

The SEIR should reconcile the Transportation Management Plan mode share assumptions with existing data for the City and neighborhood, and with the City's goals for growing bicycle mode share by 2020.

Account for Ongoing City Studies

The SEIR, in an effort to reflect more accurate mode share projections and coordinate with City planning processes already underway, should rely on studies and analyses being done by the San Francisco Municipal Transportation Agency and San Francisco County Transportation Authority. Specifically, the Waterfront Transportation Assessment (WTA), currently in its second phase SOMA/Mission Bay/Central Waterfront Transportation Needs and Solutions Analysis led by the SFCTA, should be consulted extensively to determine real transportation impacts across all modes to achieve a more realistic estimation of bicycle mode share. Both phases of this plans have undergone extensive community outreach processes, and the Warriors' SEIR should reflect the modeshare and transportation goals already outlined in these plans.

The WTA already predicts a 30% increase in total trips in Mission Bay in the next 5 years, 20% of which are predicted to be by bike, particularly for short to medium trips. With the arena site's distance from major transit hubs (nearly 2 miles from Embarcadero BART and .75 miles from 22nd Street Caltrain), the site is in an ideal location for generating these short and medium distance bicycle trips.

The WTA has done extensive stakeholder engagement over several years and won broad buy in from neighbors around its assumptions for growth, related transportation impacts, and needed improvements and investments. The SEIR and Warriors' Transportation Management Plan needs to be coordinated closely with the WTA and SOMA/Mission Bay/Central Waterfront Transportation Needs and Solutions Analysis to understand the full story of how the site will impact transportation along the waterfront and to reflect the goals and assumptions of the City of San Francisco and the nearby community.

Bicycle Parking and Improved On-Street Infrastructure as Transportation Mitigation

Transportation and circulation will be the most significant impacts of the arena project, and the most effective and efficient ways to address these significant impacts are low-cost investments to shift mode share to walking and biking. Biking and walking trips reduce congestion, decrease parking needs, and reduce the environmental impact of increased automobile traffic. When ample, safe, and comfortable infrastructure is provided, people will choose to get out of their cars for other options, as evidenced by the rapid city wide growth in the number of people biking as the City builds out the bike network.

The Warriors' arena project should be encouraged to mitigate any transportation impacts through bicycle and pedestrian improvements and infrastructure including new crosswalks, wider sidewalks, special signals, bike lanes or paths with color treatment or protection, signal synchronization and priority for users other than motorists, and on-site bicycle parking commensurate with expected bicycle mode share. The SEIR should study project variants that consider a robust bicycle transportation plan in line with the City's own mode share goals.

Analyzing these options concurrently with the proposed project will require more effort early in the process but may result in an earlier SEIR delivery and, more importantly, a better project.

We appreciate your consideration of these comments and look forward to working together to deliver the Warriors, the residents of San Francisco, and the Mission Bay community, a project that we can be proud of.

Sincerely,

A handwritten signature in black ink, appearing to read "Leah Shahum". The signature is fluid and cursive, with a long horizontal stroke at the end.

Leah Shahum
Executive Director
San Francisco Bicycle Coalition

From: [Richard Hutson](#)
To: [Warriors_PLN_\(CPC\)](#)
Subject: Warriors SEIR Comments
Date: Friday, December 12, 2014 7:26:44 PM
Attachments: [ltr.SFCityPlanning.WarriorsArena.12.11.2014.docx](#)

Please see attached letter with comments !

December 12, 2014

Tiffany Bohee,
OCII Executive Director
c/o Brett Bollinger,
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Ms. Bohee,

I have read the summary and the sections of the Notice of Preparation of an Environmental Impact Report (NOP) dated November 19, 2014 pertaining to transportation and circulation. I also attended the Scoping Session on December 9, 2014 to gain a better understanding of the project. I submit these comments for the record and in hopes that they will be given serious consideration.

My primary concern is the extreme burden that this event center will have on transportation and traffic circulation at the site and in the adjoining neighborhoods. The current public transportation infrastructure is not adequate to accommodate the planned operation of the project, and the lack of onsite parking will create the circulation of several thousand private vehicles with no place to park.

The project plan estimates that 55% of event attendees will arrive in private vehicles but only provides parking spaces for a fraction of these vehicles. An additional concern is that when the project sponsors complete their site analysis they will discover, not surprisingly, that they cannot successfully bury the planned parking underground because it's too wet (it used to be part of the bay) and the project will get approved with even fewer parking spaces. The NOP indicates (Pg58) that there will be a parking demand analysis for "informational" purposes however I submit that this analysis should be an "integral" component of the SEIR and that on-site parking to accommodate all of the expected vehicles be required as a condition of approval.

The addition of a new ferry terminal to support the event center would also be worth considering. It would relieve vehicular traffic on our very limited surface streets and the already over-crowded MUNI system.

Respectfully
Richard Hutson
347 Mississippi Street
San Francisco, CA 94107

From: [Mark Eliot](#)
To: [Warriors, PLN \(CPC\)](#)
Cc: [Bollinger, Brett \(CPC\)](#); [Reilly, Catherine \(CII\)](#)
Subject: Comments on the Warriors Mission Bay project NOP and IS
Date: Thursday, December 11, 2014 1:51:10 PM
Attachments: [Warriors-Mission-Bay-NOP-Letter.pdf](#)

To: Office of Community Investment and Infrastructure

Please see attachment. I'd appreciate a response so I know that you've received my comments

Thank you.

Mark Eliot

December 11, 2014

Tiffany Bohee
OCII Executive Director
San Francisco Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103

Project: Event Center and Mixed-Use Development at Mission Bay Blocks 29-32
Documents: Notice of Preparation and Initial Study

Dear Ms. Bohee,

Please accept my comments on the Initial Study (IS) and the scope of the Subsequent Environmental Impact Report (SEIR) for the Warriors' Mission Bay project.

1. Identify City ordinances that are superseded

The IS states on page 7 that "Together, the South Plan and South Design for Development constitute the regulatory land use framework for the project site, and they supersede the City's Planning Code..." This is very concerning. These plans were approved over 16 years ago, a period during which the City has made many important improvements to the Planning Code that are pertinent to environmental review.

It appears that the Warriors will be selectively complying with some ordinances (for example, green building and bird-safe design), but not others.

The SEIR should identify all planning ordinances since 1998 with which the project will not comply and explain the consequences of non-compliance so that the deficiencies in the project are clear.

2. Provide evidence for all transportation impact analysis assumptions

The most significant impact of this project will be on transportation and circulation. Consequently, the scope of the SEIR needs to fully address this impact. There are several cases where the scope is either ambiguous or inadequate.

The IS states on page 58 that the SEIR will "include an updated, detailed analysis of transportation impacts associated with the proposed project..." This analysis will depend heavily on assumptions about the transportation modes used.

The only public information available about mode share assumptions is the Warriors Transportation Management Plan presentation to the Mission Bay Citizens Advisory Committee on November 13, 2014. According to this presentation, the mode shares will be:

- 35% Transit
- 55% Auto
- 2% Bike
- 4% Walk
- 4% Taxi, Shuttle, etc

The presentation shows recent mode splits from Giants and Kings events and then makes the Warriors assumption appear to be reasonable and obvious. This is not sufficient. There are enough differences between all of them to require a detailed explanation. For example, the King's arena is located well outside downtown Sacramento, surrounded by an enormous parking lot, and without any light rail access. The Giants ballpark seats more than twice the number of patrons and operates at different times in different seasons.

There are many other methods for making assumptions. The analysis could use mode split data from the SFMTA Mode Share Survey 2011, which for Zone 1 (the north-eastern section of San Francisco including Mission Bay) had 5% bicycle mode share. Or, the analysis could start with the existing FSEIR on page V.E.105 where "... it is estimated that about 1,850 of the 33,500 p.m. peak hour person trips to and from the Mission Bay Project Area could be made by bicycle", which is 5.5% bicycle mode share.

The SEIR should provide compelling evidence for the assumptions used.

3. Reconcile impact analysis assumptions with San Francisco's goals

San Francisco has at least two transportation mode share goals

- Board of Supervisors Resolution 511-10: 20% bike mode share by 2020
- SFMTA Strategic Plan 2013-2018: less than 50% of trips by car

At 2% and 55% for bicycles and automobiles respectively, the mode split assumptions directly conflict with San Francisco's goals. It is not clear from the IS or Warriors presentations what design features or management plans would support these goals.

Note that the Warriors intend to open the new arena just two years before the 2020 goal of 20% bike mode share.

The SEIR should explain why the project is designed to not meet San Francisco's goals or adjust the mode split assumptions used for the transportation impact analysis toward San Francisco's goals.

4. Expand the transportation study area to the south

The IS does not describe the study area for the transportation impact analysis; however, there is a map in the 1998 FSEIR (figure V.E.11). This map is insufficient for the new analysis because it fails to account for new trips generated from the south. By relocating to Mission Bay, the Warriors will likely attract many new fans from the peninsula.

Specifically, the Transportation Management Plan presentation does not recognize the importance of the Caltrain station at 22nd St. With ridership at record levels, Caltrain has become a very popular mode in a multi-modal trip (train and walk or train and bike) In addition to the routes shown in the Transportation Management Plan presentation, trips that need to be considered are:

- Walking from Caltrain on 22nd St to 3rd St to 16th St
- Walking from Caltrain on 22nd St to 3rd St to Muni at 20th St to South St
- Bicycling from Caltrain on 22nd St to Illinois St to Terry Francois Blvd
- Bicycling from Caltrain on 22nd St to 3rd St to 16th St.

Note that the trip from the Caltrain 22nd St station to the arena site is roughly as long as the trip from the Montgomery BART station to the Giants ballpark, a trip many Giants fans take.

5. Address real bicycle parking requirements

The 1998 FSEIR states on page V.E.107 that bicycle parking will "be provided at a ratio of one bicycle parking space for every 20 off-street automobile parking spaces..." Current Planning Code for arenas calls for bicycle parking spaces for 5% of venue capacity, of which 75% must be attended parking. If bicycle mode share assumptions are changed to 5-6%, which is plausible, there will be substantially insufficient parking available under the terms of the 1998 FSEIR. In fact, the 1998 FSEIR on page V.E.107 already expected "a deficit of about 1,230 spaces throughout the Project Area " This is really more complex because, as the 1998 FSEIR states on page V.E.105, "The actual mode share achieved by the bicycle to and from the project would depend on numerous factors, including... amount and location of secure bicycle parking..." That is, bicycle mode share increases if secure bicycle parking is available. Therefore, to achieve higher bicycle mode share, parking needs to be supplied first.

This conflict is an example of why explaining the consequences of superseded ordinances is important. See comment #1 above.

The Warriors planned to comply with the current ordinance in their earlier Pier 30/32 design that had

- 308 Class 1 valet spaces
- 384 Class 2 attended spaces (in groups of 192 and 193)
- 237 Class 2 on-street and perimeter spaces (in groups of 60, 120, 17, 60, and 40)

It appears that the Mission Bay design will have 300 valet parking spaces and 100 as-needed coral spaces that presumably are also attended. There is no reason why the Mission Bay design cannot also comply with current code by providing bike parking comparable to the earlier design. Doing so would actually be a project feature that induces bicycling demand, reduces transportation impacts, and benefits a neighborhood that already has a parking deficit.

6. Analyze project variant that includes pedestrian and bicycle features

Because of the assumptions in the transportation impact analysis, it seems clear that the SEIR will include significant transportation impacts. These impacts will have to be mitigated, probably by infrastructure and management plans that shift transportation modes from automobiles to other modes. Then these mitigation measures may have to be analyzed themselves to discover any collateral environmental impact. This process takes extra time that presumably the Warriors would rather not spend. It is better to acknowledge the transportation issue and deal with it up front.

The CEQA process allows for analyzing project variants. In addition to the proposed project, the SEIR should also analyze a project variant that includes substantially improved infrastructure for pedestrians and bicyclists in the area surrounding the project site along major routes. Improvements might include new crosswalks, wider sidewalks, special signals, bike lanes or paths with color treatment, and signal synchronization and priority for users other than motorists. Analyzing this variant concurrently with the proposed project will require more effort early in the process but may result in an earlier SEIR delivery and, more importantly, a better project.

Sincerely,

Mark Eliot
239 Brannan St, Unit 4A
San Francisco, CA 94107

From: [Steve Hawkins](#)
To: [Warriors, PLN \(CPC\)](#)
Cc: [Linda Hawkins](#)
Subject: Comments on Warriors Arena E.I.R.
Date: Wednesday, December 10, 2014 3:30:58 PM
Attachments: [Warriors Comments regarding the Warrior Arena E.I.R. as Presented at the Mission Bay C.A.C. Meeting on 12/09/2014.docx](#)

Tiffany Bohee, OCII Executive Director,
c/o Brett Bollinger.

We are homeowners and full-time residents in the Madrone Condo Building and wish to submit the attached document which includes our comments regarding the Warrior Arena E.I.R., as presented at the Mission Bay C.A.C. meeting on 12/09/2014. Thank you for your consideration of our input. The impact that this project will have on our neighborhood is highly significant.

Steve and Linda Hawkins
420 Mission Bay Blvd North #1302
San Francisco

Comments regarding the Warrior Arena E.I.R. as Presented at the Mission Bay C.A.C. Meeting on 12/09/2014

We are all-year-around homeowners at the Madrone Condo Building, which is located almost directly center to the Giants' Ballpark and the planned Warrior Arena.

We applaud your detailed presentations (by all government agencies and the Warriors) and appreciate your initial efforts to share your planning information with the residents and businesses of Mission Bay and to listen to the people who live and work in Mission Bay and the surrounding area. We respectfully request that the following points be considered as further work is done on the E.I.R. for the Warrior Arena:

- 1) Bridgeview to the north of the arena must be closed off to all foot traffic and enforced to avoid late night noise problems. Those using Parking Lot A will prefer walking back on Bridgeview rather than Terry Francois or Third St, but hundreds of residents in the buildings between Mission Bay Blvd N and China Basin will be consistently affected if this is not handled effectively from the start. Residents already experience problems with this late at night after Giants' home games and if this is not done, this will become a year-round issue and problem.
- 2) PCOs supporting Giants games are almost totally ineffective on Third Street today, so hearing that PCOs are a big part of the 'solution' to traffic issues on Third St is not encouraging. Third Street becomes a parking lot before Giants' games and PCOs stand on the curb and provide absolutely no value. It's not just a matter of addressing performance matters as one city official said. It's pervasive, so there is something more than an isolated issue going on. The PCOs need to be qualified and very comfortable aggressively controlling vehicle and foot traffic and need the ability to change lights when necessary.
- 3) The new shuttles from Van Ness, the Ferry Building and 16th Street are encouraging but we need more detail. How big are these and will there be sufficient number/size of them to make a difference? Additionally, the chart presented that these are "TMA" Shuttles...and later in the conversation, TMA shuttles were equated with Mission Bay Shuttles. We, the residents and businesses in Mission Bay, pay for the Mission Bay Shuttles and we want to make sure we aren't paying for these new shuttles. So, who is paying? Muni? Tax Payers? Warriors Fans? Warriors? More information clarifying this is necessary.
- 4) Presenters have stated that on-street and arena parking will be priced so high that it will discourage people from driving'. Unfortunately, that means that if residents want to have guests visit us, we now have a year-round problem rather than just a half-year problem during Giants' season. As it is, we either have exorbitant rates for metered parking or a 2-hour limitation, meaning that if someone comes for dinner, they have to move their car between the salad and the entrée! The Mission Bay Master Plan has no provision for resident parking stickers. BUT this was before it was known that we would be sandwiched between two world class sports sites. If the Warriors want to be concerned with community they are affecting, then at a minimum, those residents living on Mission Bay Blvd North need an exception on resident parking stickers and the Warriors need to use their clout with this process to push this issue with the City and the Port.
- 5) We applaud your studying other cities with multiple sports arenas in close proximity to one another to learn from them as to how they have dealt with all of the important issues. But, we strongly insist that you study at least one city whose sports arenas are not only close to each other, but in the middle of a residential neighborhood like the one where the Warrior and Giants arenas will reside.

6) It has been mentioned that the north-bound egress traffic after an event will use Third Street and Terry Francois, but then it was also mentioned that the Giants' Parking Lot A development plans may well close off the northern part of Terry Francois hooking back into Third St. The speaker then said that the "traffic would just need to use Mission Rock to get over to Third" and out of the area. Well, that won't be the only street they will use. They will also use China Basin and Mission Bay Blvd N. We know this from experience with the Giants traffic. So, everything comes to a standstill, meaning that if we need to leave our homes, we are captured and cannot get out. Consideration needs to be given to how, specifically, people who live here can go about their daily lives.

7) When discussing graffiti problems, speakers have assured us that we have the "city's graffiti abatement program". Well, we may be mistaken, but best we know, that 'program' is the owner of every building! The Warriors need to take some ownership for the consequences of bringing in events, people, etc. that will risk potential damage to our buildings and a new requirement for us to expend our resources to fix a problem caused largely by their arena.

8) Speakers have said that follow-up surveys would be done to get input from businesses in the area after the arena is in place to see what's working and what is not. We were amazed that there was no mention of surveys for the residents! It is critical that the Warriors, OCII and City remember that many, many people live here and our lives will be changed quite dramatically. To omit consideration of a Resident Survey just highlights how the city and the Warriors need to work this matter into the process.

9) Finally and MOST IMPORTANTLY: Each and EVERY presentation from this point forward needs to have several specific charts addressing – NOT the issues relating to the fans or visitors, NOT the Warriors issues, but the RESIDENTS' issues. For example:

- if the presentation is about traffic, it's great to see how other people will get to and from the event site. It is important to have a chart that illustrates how a resident coming home from work or an evening out at 10:30 will get to their home with the road closures?!

- if the issue being presented is security, there has to be a chart or two indicating who is going to provide and pay for the security of our buildings and homes that are one block away from the arena? Before, during and after the World Series home games, we residents had to pay for extra security guards ourselves. This new expense has to be covered by the Warriors.

- if the issue being presented is trash, we residents want to know how the Warriors are going to handle all the trash left for us to clean up at our expense, or how we are going to clean up our grounds from people urinating on our property.

- bottom line, no presentation should ever be made again without specific discussions and information about how the issue at hand will be handled FOR THE RESIDENTS, and not just all the other interested parties.

We look forward to the next step in the planning process and are hopeful that you will incorporate these comments and suggestions into your plans.

Linda & Steve Hawkins
420 Mission Bay Blvd N #1302
San Francisco, Ca 94158
linda@slhawk.com
steve@slhawk.com

From: [Alice Rogers](#)
To: [Warriors, PLN \(CPC\)](#)
Subject: EIR Scoping Comments: Event Center and Mixed-Use Development at Mission Bay, Blocks 29–32
Date: Tuesday, December 09, 2014 7:02:02 PM
Attachments: [air_quality_map.pdf](#)
[ATT00001.htm](#)
[Air Pollutant Exposure Zone Map - package.pdf](#)
[ATT00002.htm](#)

9 December

Tiffany Bohee
OCII Executive Director

Re: GSW Proposal, Event Center and Mixed-Use Development at Mission Bay, Blocks 29–32
EIR Scoping Comments

Dear Director Bohee,

Thank you for the opportunity to note an important area of study in the scope of the EIR for this proposed project.

While the project sponsors will make an effort to encourage event attendees to travel by modes other than automobile as part of their Transportation Demand Management Plan, a considerable amount of car traffic will still be added to our neighborhood streets and regional freeways, with at least half of it at the tail of PM peak commute periods.

As indicated by the attached Bay Area Air Quality Management Map and reinforced by the attached SF Department of Health maps, the neighborhoods adjacent to freeways—through which event traffic will travel—will experience exacerbated levels of particulate matter and other pollutants, worsening an already dangerous health situation. And since the neighborhood streets are already at or beyond capacity, and the City will be reducing capacity further on many, the lines of congestion will stretch further and take longer to clear...disbursing particulates more widely through residential and work areas.

This must be studied, quantified, and an abatement plan discussed, for this project certainly but within the context of a larger city-wide remedy. Similar to the way the City has agglomerated project transportation impacts as part of the Waterfront Transportation Assessment, the same must be done related to air quality issues and solutions.

Respectfully,

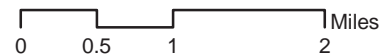
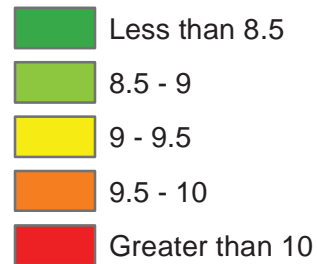
Alice Rogers

.....
Alice Rogers
10 South Park St
Studio 2
San Francisco, CA 94107

415.543.6554

Average Annual PM 2.5 Concentration from All Sources (ug/m3)

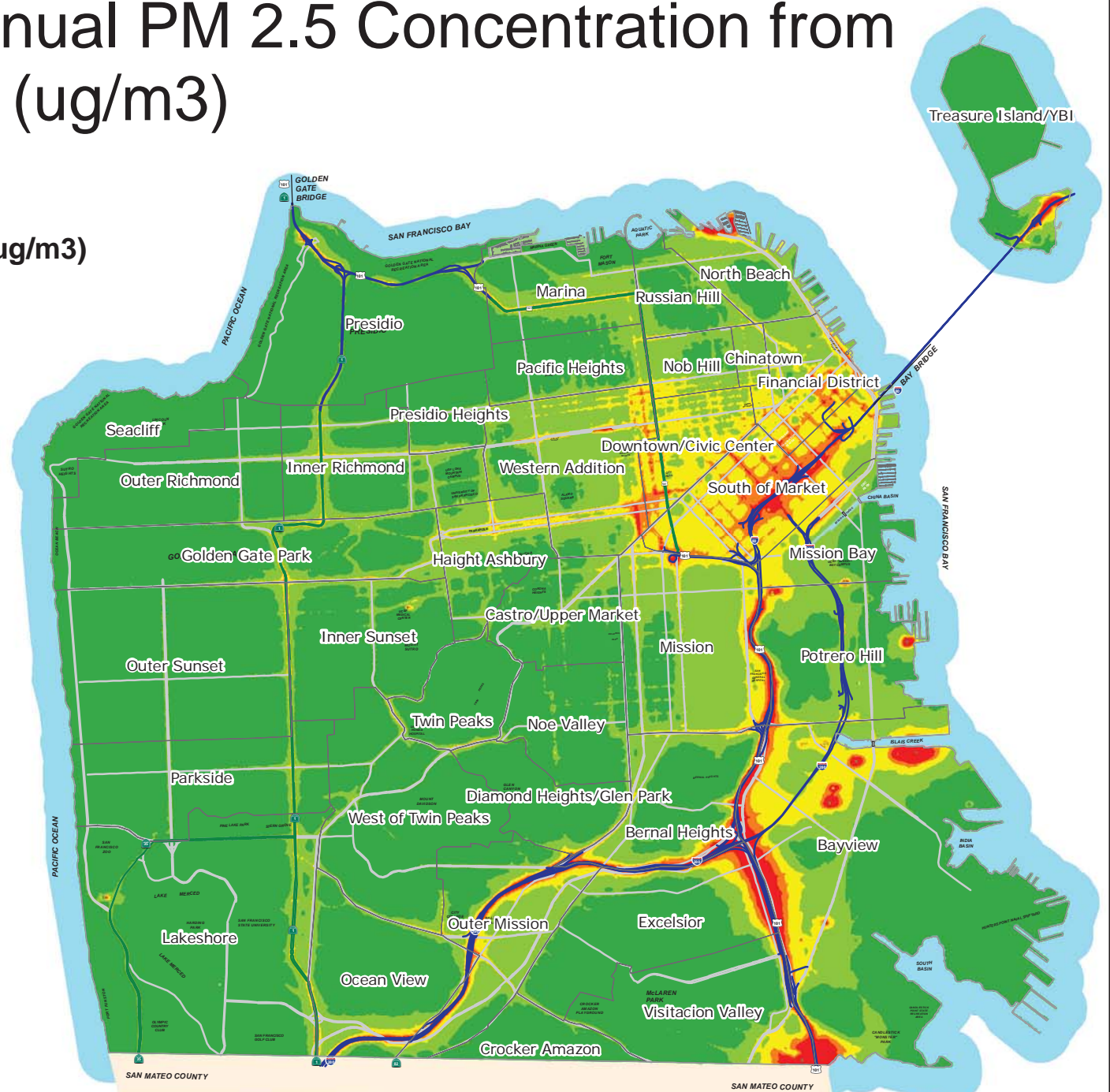
PM 2.5 Concentration (ug/m3)



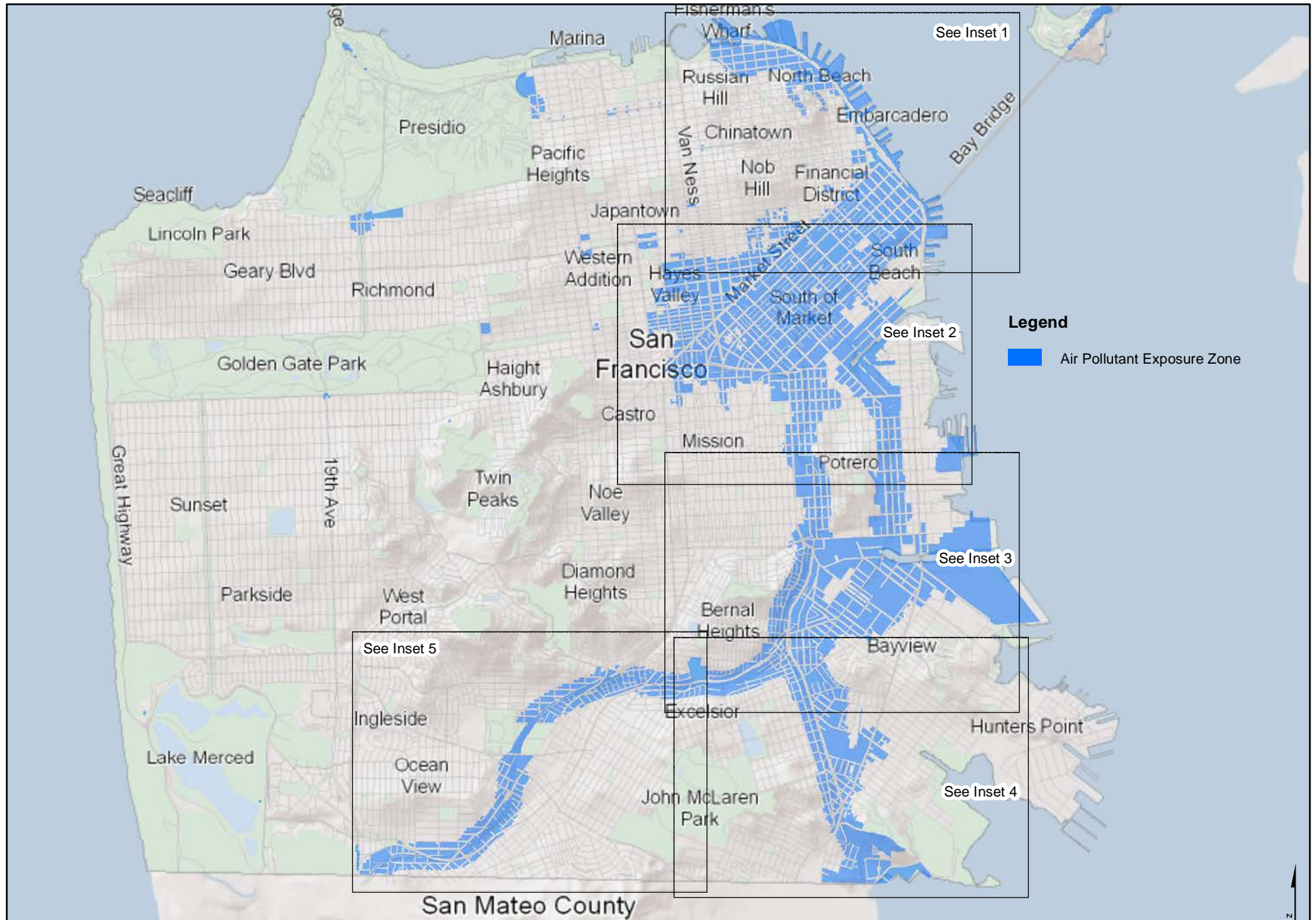
Source: SFPD - Bay Area Air Quality Management District

City and County of San Francisco
Department of Public Health
Environmental Health Section

Available at www.thehdm.org



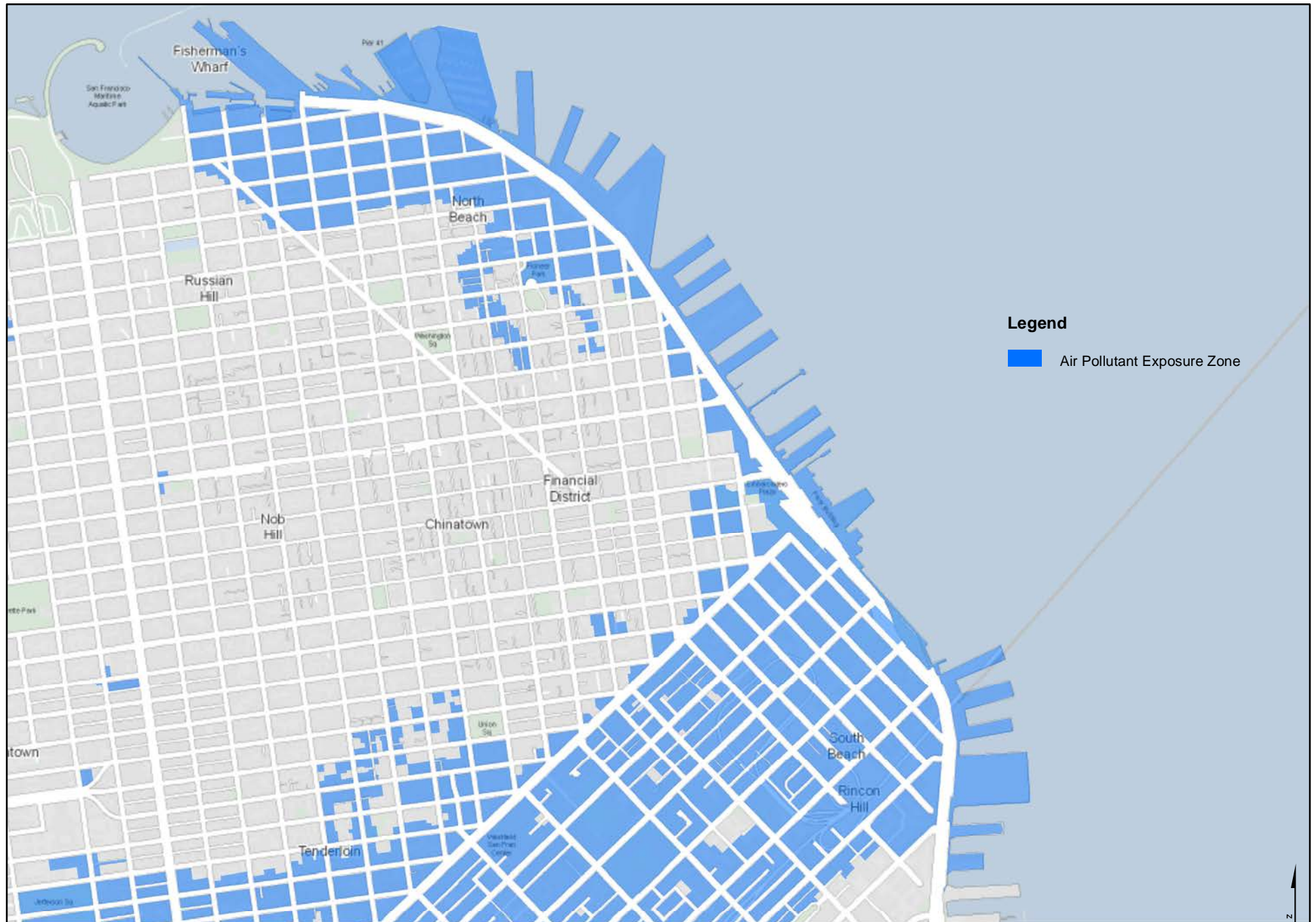
Air Pollutant Exposure Zone Map - Citywide



Note: This map does not identify all city lots that overlap with the criteria identified in Article 38 of the Health Code because certain lots are substantially large (e.g., Golden Gate Park, Lake Merced, Presidio, Balboa Park, City College of San Francisco, Yerba Buena Island) and identifying the entire lot, although only one or a few receptor points within the large parcel exceed the criteria, could be misleading. In these instances, only the receptor point(s) is shown.

Printed: 10, April 2014

Air Pollutant Exposure Zone Map - Inset 1



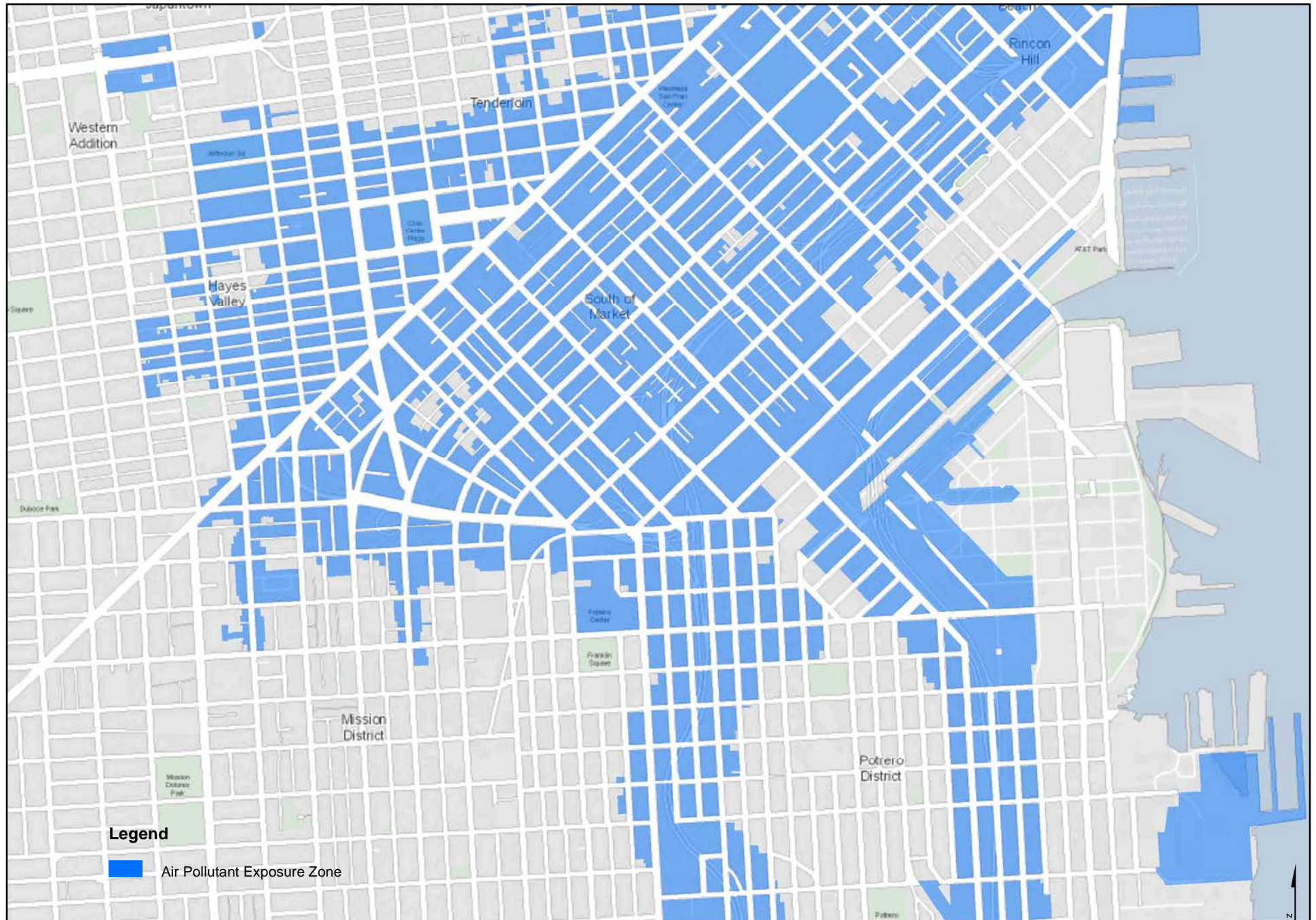
0 0.125 0.25 0.5 Miles

Note: This map does not identify all city lots that overlap with the criteria identified in Article 38 of the Health Code because certain lots are substantially large (e.g., Golden Gate Park, Lake Merced, Presidio, Balboa Park, City College of San Francisco, Yerba Buena Island) and identifying the entire lot, although only one or a few receptor points within the large parcel exceed the criteria, could be misleading. In these instances, only the receptor point(s) is shown.

Printed: 10, April 2014

Path: I:\MEA\Air Quality\CRRP\Maps\Air Pollutant Exposure Zone Map - citywide - inset 1.mxd

Air Pollutant Exposure Zone Map - Inset 2

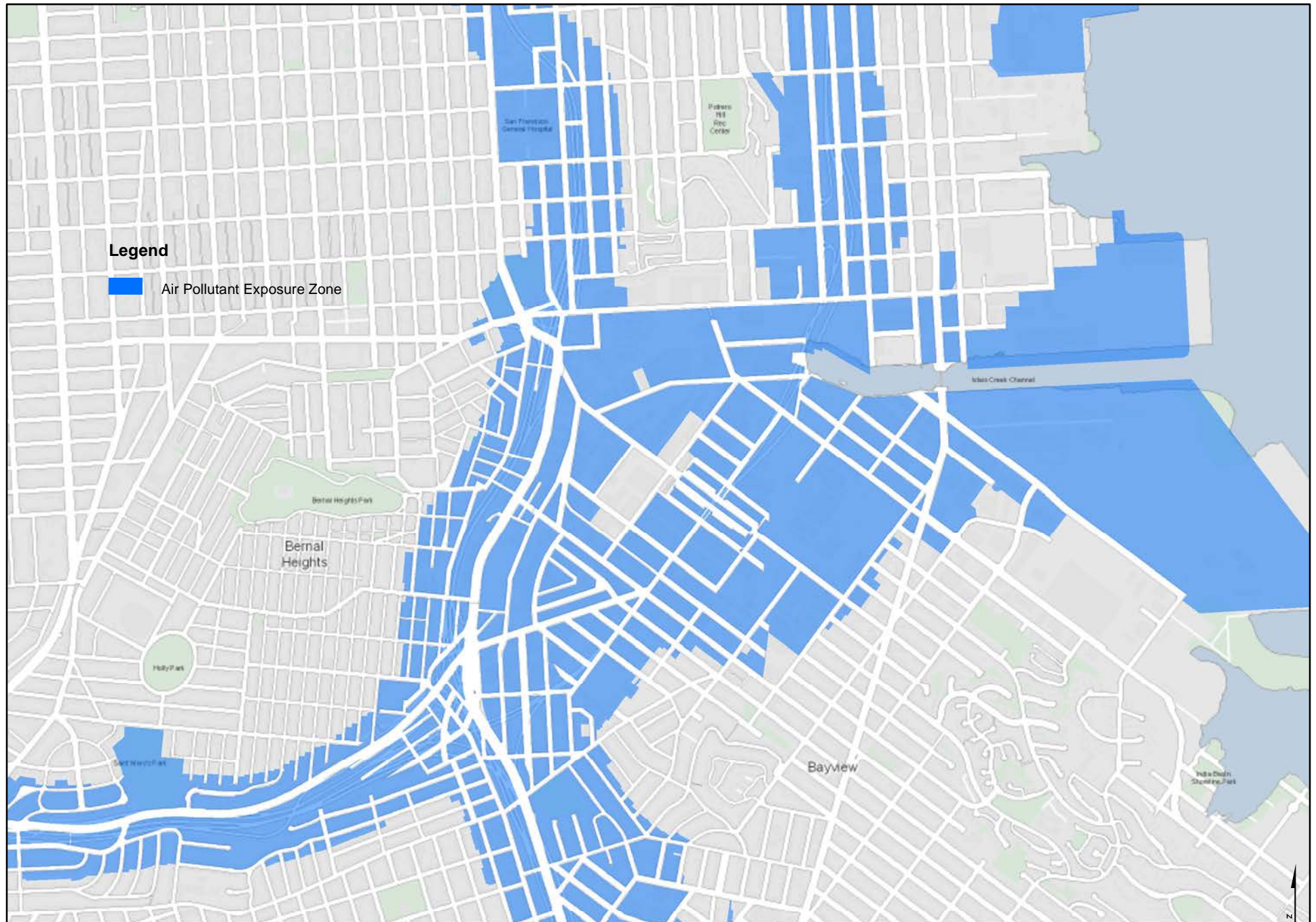


0 0.125 0.25 0.5 Miles

Note: This map does not identify all city lots that overlap with the criteria identified in Article 38 of the Health Code because certain lots are substantially large (e.g., Golden Gate Park, Lake Merced, Presidio, Balboa Park, City College of San Francisco, Yerba Buena Island) and identifying the entire lot, although only one or a few receptor points within the large parcel exceed the criteria, could be misleading. In these instances, only the receptor point(s) is shown.

Printed: 10, April 2014

Air Pollutant Exposure Zone Map - Inset 3



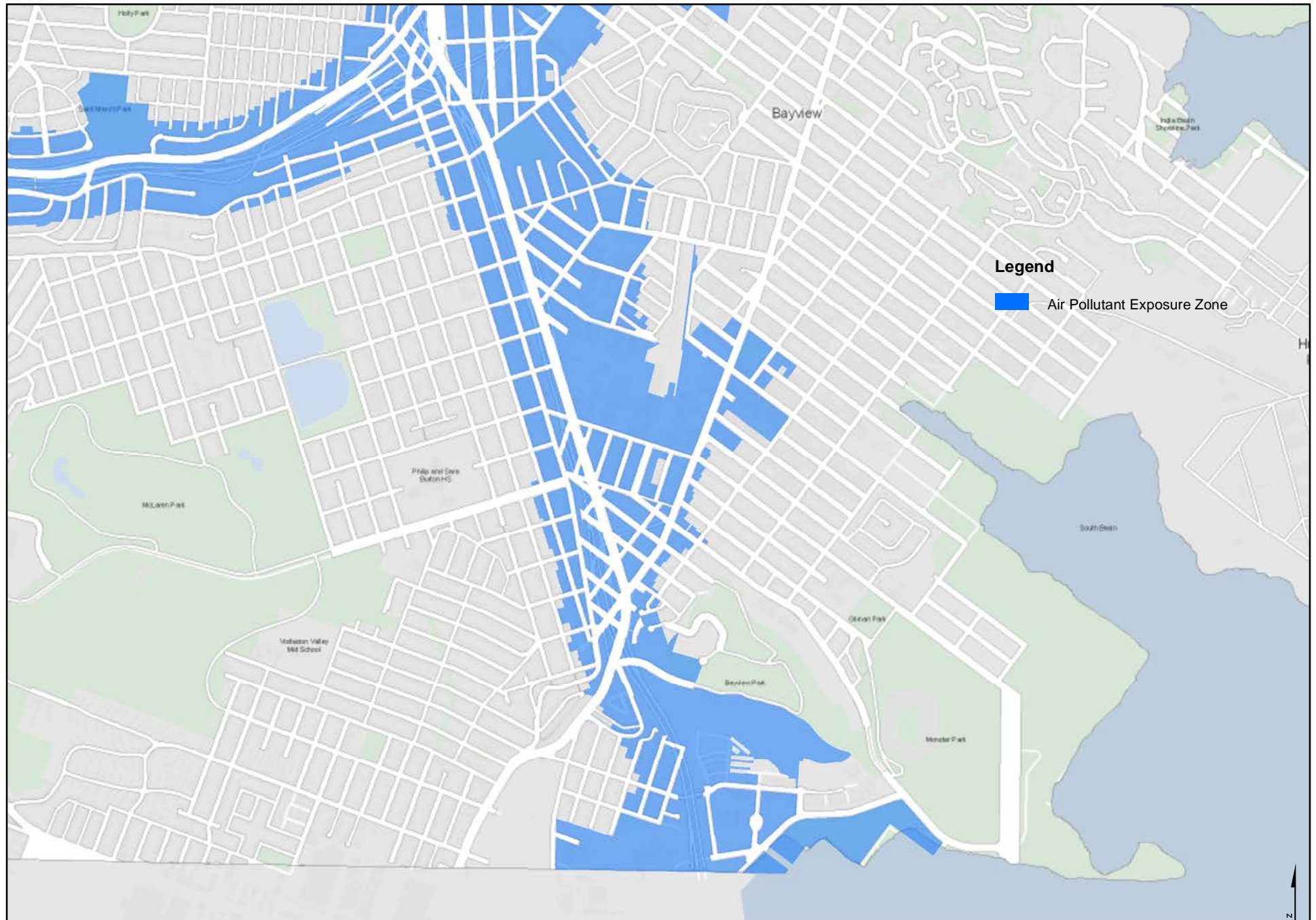
0 0.125 0.25 0.5 Miles

Note: This map does not identify all city lots that overlap with the criteria identified in Article 38 of the Health Code because certain lots are substantially large (e.g., Golden Gate Park, Lake Merced, Presidio, Balboa Park, City College of San Francisco, Yerba Buena Island) and identifying the entire lot, although only one or a few receptor points within the large parcel exceed the criteria, could be misleading. In these instances, only the receptor point(s) is shown.

Printed: 10, April 2014

Path: I:\MEA\Air Quality\CRRP\Maps\Air Pollutant Exposure Zone Map - citywide - inset 3.mxd

Air Pollutant Exposure Zone Map - Inset 4

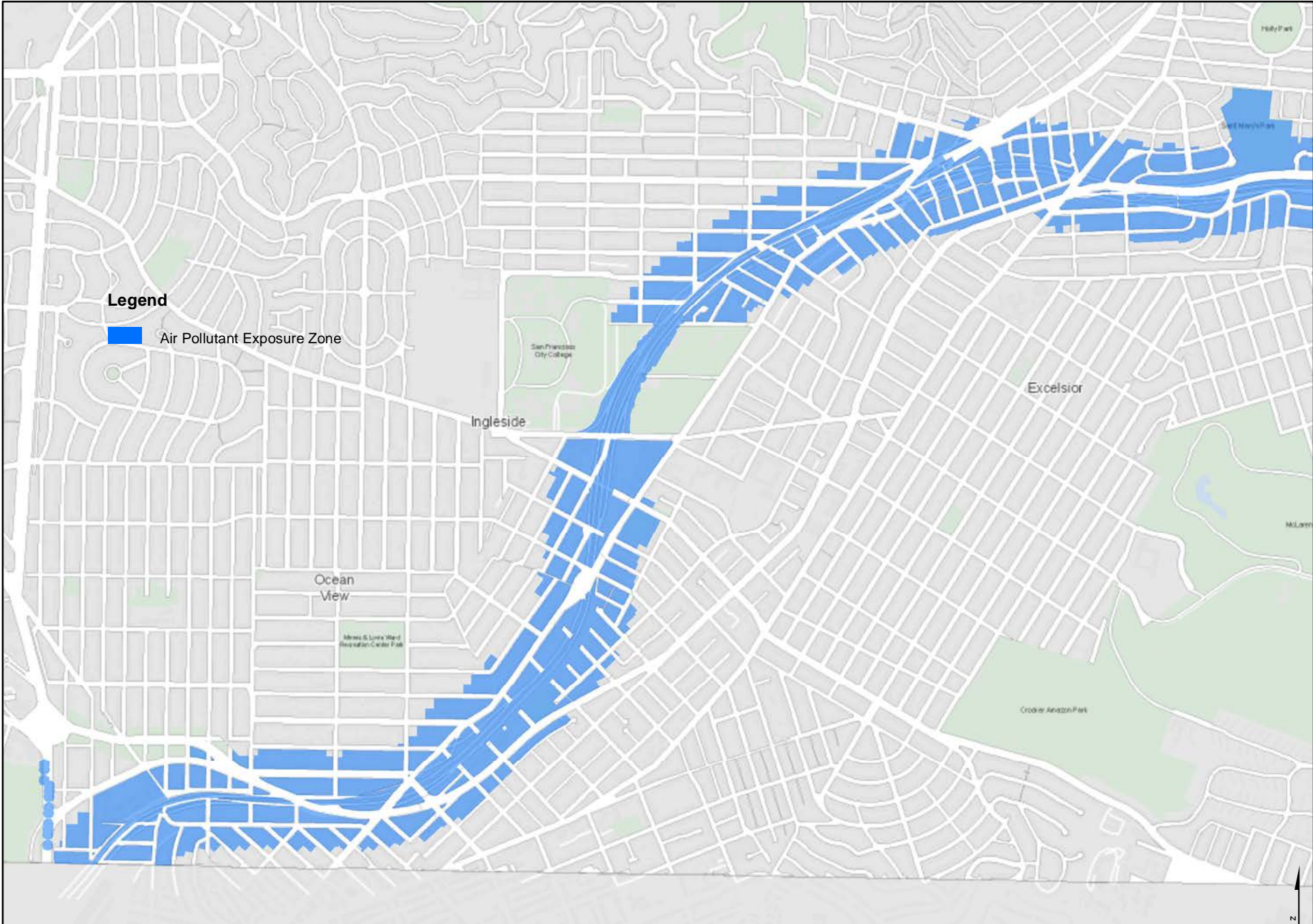


0 0.125 0.25 0.5 Miles

Note: This map does not identify all city lots that overlap with the criteria identified in Article 38 of the Health Code because certain lots are substantially large (e.g., Golden Gate Park, Lake Merced, Presidio, Balboa Park, City College of San Francisco, Yerba Buena Island) and identifying the entire lot, although only one or a few receptor points within the large parcel exceed the criteria, could be misleading. In these instances, only the receptor point(s) is shown.

Printed: 10, April 2014

Air Pollutant Exposure Zone Map - Inset 5



0 0.125 0.25 0.5 Miles

Note: This map does not identify all city lots that overlap with the criteria identified in Article 38 of the Health Code because certain lots are substantially large (e.g., Golden Gate Park, Lake Merced, Presidio, Balboa Park, City College of San Francisco, Yerba Buena Island) and identifying the entire lot, although only one or a few receptor points within the large parcel exceed the criteria, could be misleading. In these instances, only the receptor point(s) is shown.

Printed: 10, April 2014

Path: I:\MEA\Air Quality\CRRP\Maps\Air Pollutant Exposure Zone Map - citywide - inset 5.mxd

From: [Victor Lui](#)
To: [Warriors, PLN \(CPC\)](#)
Subject: Fwd: The Warrior's Arena
Date: Friday, December 19, 2014 2:42:23 PM

Sent from my iPhone

Begin forwarded message:

Date: December 19, 2014 at 8:50:36 AM PST
To: "warriors@sfgov.org" <warriors@sfgov.org>
Subject: The Warrior's Arena

We are residents at the Madrone Condo Building, which is located directly north of the Warrior Area site, just one block north of South Street on Mission Bay Blvd.

While we believe the development of the arena would bring some new improvements to the area, we have the following concerns:

(A) Traffic:

1. All the traffic management plans must include considerations for the residents in the two condo complexes at Madrone and Radiance, located one one short block directly north of South Street on Mission Bay Blvd North. Any road closures to vehicle or pedestrian traffic must have provisions to allow residents of these two communities get in and out of the general area. In addition, even more specifically, the easement area between the Madrone building and the Radiance building, into which Bridgeview runs must have traffic management control in place to close off vehicle and pedestrian traffic except to the residents of these two communities.
2. The traffic control plan must include considerations for emergency vehicles to/from the new UCSF hospitals just south of the Arena site. This is a safety concern.
3. The traffic control plan must include considerations for emergency vehicles to/from the new Public Safety building to the north of the Arena site on China Basin and Mission Rock. This is a safety concern.
4. The traffic control plan must include considerations for the increase traffic volume when the Giant's parking Lot A development is completed.
5. The traffic control plan must include considerations for the future closure of Terry Francois when it is reconfigured as part of the Giant's parking Lot A development.

(B) Parking: Event parking must incorporate considerations for residents and their visiting guests to utilize parking without being priced at a rate that is way to high to discourage their normal daily use of these spaces.

(C) Trash. Consideration must be given to the handling of event-related material that can be found littered around the area, within a certain radius, NOT just the streets surrounding the premise of the Arena. It cannot be left to the responsibility of the

Mission Bay Community.

(D) Public Intoxication. Consideration must be given to control any disorderly behavior due to intoxication and including urination in public. This has been a big problem to the local residents and the Chase Bank on the corner of Third Street and China Basin. The bank has had to deal with Giant fans leaving the game and needing to use the rest room at the bank.

We look forward to the next step in the planning process and are hopeful that you will incorporate these comments and suggestions into your plans.

Victor Lui
435 China Basin Street unit 637
San Francisco, CA 94158

From: [Al Kwok](#)
To: [Warriors, PLN \(CPC\)](#)
Subject: The Warrior's Arena
Date: Friday, December 19, 2014 8:51:02 AM

We are residents at the Madrone Condo Building, which is located directly north of the Warrior Area site, just one block north of South Street on Mission Bay Blvd.

While we believe the development of the arena would bring some new improvements to the area, we have the following concerns:

(A) Traffic:

1. All the traffic management plans must include considerations for the residents in the two condo complexes at Madrone and Radiance, located one short block directly north of South Street on Mission Bay Blvd North. Any road closures to vehicle or pedestrian traffic must have provisions to allow residents of these two communities get in and out of the general area. In addition, even more specifically, the easement area between the Madrone building and the Radiance building, into which Bridgeview runs must have traffic management control in place to close off vehicle and pedestrian traffic except to the residents of these two communities.
2. The traffic control plan must include considerations for emergency vehicles to/from the new UCSF hospitals just south of the Arena site. This is a safety concern.
3. The traffic control plan must include considerations for emergency vehicles to/from the new Public Safety building to the north of the Arena site on China Basin and Mission Rock. This is a safety concern.
4. The traffic control plan must include considerations for the increase traffic volume when the Giant's parking Lot A development is completed.
5. The traffic control plan must include considerations for the future closure of Terry Francois when it is reconfigured as part of the Giant's parking Lot A development.

(B) Parking: Event parking must incorporate considerations for residents and their visiting guests to utilize parking without being priced at a rate that is way too high to discourage their normal daily use of these spaces.

(C) Trash. Consideration must be given to the handling of event-related material that can be found littered around the area, within a certain radius, NOT just the streets surrounding the premise of the Arena. It cannot be left to the responsibility of the Mission Bay Community.

(D) Public Intoxication. Consideration must be given to control any unruly behavior due to intoxication and including urination in public. This has been a big problem to the local residents and the Chase Bank on the corner of Third Street and China Basin. The bank has had to deal with Giant fans leaving the game and needing to use the rest room at the bank.

We look forward to the next step in the planning process and are hopeful that you will incorporate these comments and suggestions into your plans.

Alfred Kwok
435 China Basin Street Unit 633
San Francisco, CA 94158
alkwok88@gmail.com

From: [Dan Koralek](#)
To: [Warriors_PLN_\(CPC\)](#)
Subject: Public Comments on Project
Date: Wednesday, December 10, 2014 11:51:09 AM

Hello,

As a mission bay resident, I still have concerns about the traffic “plan” being proposed for this development. The Mariposa-280 interchange is already very challenging on evenings. The addition of traffic from UCSF, an additional traffic light between 280 and 3rd street, will make this additionally difficult. Additional construction to electrify cal train and construction on new commercial space will continue to impact traffic well past the targeted Warriors opening date. The impact of games that coincide with events at AT&T park will make it impossible for me to return home. While people claim that fans will take public transportation, I don’t believe that the Warriors have provided any information to demonstrate that these numbers are anything other than wishful thinking. Essentially, it appears that UCSF does not care about transportation issues because they have received significant donations from the owner of this property. Please address this in a more realistic and systematic way.

Thank you for your consideration.

Daniel Koralek

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Daniel O. Koralek, PhD
Director, Clinical Development
Loxo Oncology
dan@loxooncology.com
+1 650 392 0003 (office)
+1 917 209 9068 (mobile)

From: dennismackenzie@roundthediamond.com
To: [Warriors_PLN_\(CPC\)](#)
Subject: EIR-Public Comments:Tiffany Bohee, C/O Brett Bollinger
Date: Friday, December 19, 2014 12:00:10 AM

December 18, 2014

Ms. Tiffany Bohee, Executive Director
Office of Community Investment and Infrastructure

C/o Mr. Brett Bollinger
San Francisco Planning Department
1660 Mission Street, Suite 400
San Francisco, CA 94103

Re: Public Notice / Availability of Notice of Preparation of Environmental Impact Report
Case # Office of Community Investment and Infrastructure (OCII): EIR 2014-919-97
Event Center and Mixed-Use Development at Mission Bay Blocks 29-31

This is a request for the OCII/Planning Department's Environmental Impact Report to include a study of the potential for long-term, comprehensive socio-economic land use environment and public & private sector benefits available through the Warriors Arena and Event Center that can be created for the mutual benefit of the Golden State Warriors Team and Organization, as well as the interdependent health and well-being of our current and future environmental/human and natural resources throughout the City and County of San Francisco and our entire San Francisco-Oakland Bay Area communities - and beyond.

San Francisco - Warriors Arena & Event Center / Round The Diamond Proposals©:

Arena High School-College Career Pathway & Field Study Classroom©

Arena Roof-Top Astronomy & Education Observatory Deck©

Cross-Cultural Sports & Education Exchange Programs©

Sports & Education Visitors Housing Facility©

Dear Ms. Bohee and Mr. Bollinger,

I am requesting that the EIR process include a study of the potential long-term, comprehensive and positive socio-economic benefits and impacts available through the successful integration and creation of a model High School-College Career Pathway & Field Study Classroom© built within the Golden State Warrior's Event Center and Mixed-Use Development in the Mission Bay neighborhood.

I also ask that this EIR process study the interdependent public-private sector benefits that this NBA's Golden State Warriors Arena Classroom can provide for our entire diverse, cross-cultural San Francisco communities through maximizing, enhancing, expanding and attracting new jobs, career and business opportunities and partnerships through the creation of model education and career development programs, including those briefly outlined here - as well as the further detailed description of my enclosed Arena Classroom proposal Summary dated September 9, 2014.

Please review my enclosed proposal communications I've shared with the Warriors and all the San Francisco public officials and agencies involved in the proposed SF-Warriors Arena over the past 5 years, as well as my recent, and related letters regarding my questions and comments dated; 12.17.14, and 12.15.14.

I respectfully ask that your study of the potential benefits this Arena Classroom can provide for the long-term future health and well-being of all our students, schools, families, non-profit organizations and San Francisco, will assist in building a model professional sports facility worthy of national and international respect and emulation.

I trust the implementation of this innovative and collaborative, Career Development Classroom can provide far-reaching incentives and effective, practical, real-world experience, inspirational opportunities and immeasurable benefits for all our San Francisco, Oakland and the entire Bay Area Community... all year-round.

Thank you very much for your time and research involved in the challenging work ahead in order to produce your important, and comprehensive Environmental Impact Report for this Warriors Event Center and Mixed-Use Development at Mission Bay Blocks 29-32.

Sincerely,

Dennis MacKenzie

December 17, 2014

San Francisco Planning Commission

Ms. Cindy Wu, President

Mr. Rodney Fong, Vice President

Mr. Michael Antonini, Commissioner

Mr. Rich Hillis, Commissioner

Ms. Christine D. Johnson, Commissioner

Ms. Kathrin Moore, Commissioner

Mr. Dennis Richards, Commissioner

Mr. John Rahaim, Director of Planning

C/o Mr. Jonas P. Ionin, Commission Secretary

Commission Chambers, Room 400

City Hall, 1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

Re: SAN FRANCISCO PLANNING COMMISSION / HEARING & AGENDA

Thursday, December 18, 2014 / 12 pm / Regular
Meeting

Agenda Item: F.8 REGULAR CALENDAR [2014.1441OFA](#) (D. WINSLOW: (415) 575-9159)

EVENT CENTER AND MIXED-USE DEVELOPMENT AT MISSION
BAY SOUTH BLOCKS

29, 30, 31, & 32: LOT 001 IN ASSESSORS BLOCK 8722 - **Informational Presentation**, GSW Arena LLC (GSW) proposes to construct a multi-purpose event center, two 11-story office buildings containing 503,900 leasable s.f. office space, public open space, a parking facility and visitor-serving retail uses on an approximately 11-acre site in Mission Bay Redevelopment Plan Area (MBS blocks 29, 30, 31 and 32). The event center would host the Golden State Warriors NBA basketball team during the NBA

season, as well as provide a year-round venue for a variety of other uses, including concerts, cultural events, family shows, conferences and conventions. The site is located in the Mission Bay South Plan Area's Commercial-Industrial District and HZ-5 Height District. The office buildings will be brought to a subsequent Planning Commission hearing for and Design Review approval in accord with Resolution 14702. Office allocation pursuant to Planning Code Sections 321 and 322 (the Annual Office Development Limitation program) has already been allocated to the site.

Preliminary Recommendation: None – Informational

San Francisco - Warriors Arena & Event Center / Round The Diamond Proposal©:

Arena High School-College Career Pathway & Field Study Classroom©

Arena Roof-Top Astronomy & Education Observatory Deck©

Dear President Wu and Commissioners,

Please review the long-time proposal materials and communications I've provided to you and all San Francisco public officials and agencies over the past 5 years, requesting that the Golden State Warriors and City and County of San Francisco leaders collaborate in partnership to include the construction of my Arena High School-College Career Pathway & Field Study Classroom© proposal as a model facility inside the Warrior Arena and Event Center and Mixed-Use Development project in San Francisco's Mission Bay neighborhood.

I am writing to ask that you consider the long-term comprehensive benefits that a model education and career development Classroom integrated within the original design and construction of this proposed Warriors professional Basketball Arena and Event Center can have for all our students, schools, families and non-profit organizations - all Year-Round; as well as for the future health and well-being of all our diverse and cross-cultural socio-economic communities and business sectors. I trust the implementation of this Classroom can provide wide-spread, comprehensive incentives and numerous positive influences, opportunities and benefits for San Francisco, Oakland and our entire Bay Area Community - all Year-Round.

As you consider the potential benefits and challenges in building this Warrior's new Arena and Events Center, I respectfully ask that you offer your support for the inclusion of this Arena High School Classroom, and ask your staff to study the numerous potential opportunities available in order to enhance and expand San Francisco's capacity to initiate, create and develop new and innovative public-private partnerships that can benefit the Golden State Warriors professional basketball team and organization – as well as all of San Francisco as a whole.

I've also shared with you in the past the idea and possibility that this Warriors Arena offers the potential opportunity to create entertaining, inspiring and educational career guidance and development programs through the construction of a Roof-Top Astronomy Education &

Observatory Deck© within this new Mission Bay site. If the Arena roof-top deck location is not feasible, maybe the Warriors along with local business leaders and officials could consider a more effective and productive location for an Astronomy program on a roof-top of an office building or other location within the Warriors Mission Bay site.

As you move forward in this early phase of your discussions and consider different ideas and concepts, I respectfully ask the Warriors and all city and business leaders consider the potential positive benefits that may be available and worthy of your efforts to consider. For example, as I've stated in my earlier proposal updates there could be local, state, national and international, Cross-Cultural Sports & Education Exchange Programs© developed utilizing this Warriors Arena Classroom as a model - and magnet - facility. If the comprehensive socio-economic, education, jobs and business growth possible through creation of a sports, education and business exchange program associated with this Arena were studied and explored, I believe this could provide numerous valuable, comprehensive and long range benefits utilized through the successful inclusion and evolution of this model Classroom within the new Warriors Arena.

I want to take this opportunity to thank the Golden State Warriors, the Planning Commission and all the San Francisco public-service government Agencies and officials working in effective collaboration on this effort to build a state-of-the-art, visionary and model San Francisco Home for the Warriors Arena and Event Center in Mission Bay.

I look forward to working with the Warriors and all City and County of San Francisco officials in order to build a truly model Sports & Education Facility worthy of local, state and international respect and emulation – for generations to come.

Thank you once again for your time, consideration, and support.

Sincerely,

Dennis G. MacKenzie

December 15, 2014

Commission on Community Investment and Infrastructure
Successor Agency Commission

Honorable Edwin M. Lee, Mayor

Honorable Mara Rosales, Chair

Honorable Mondejar, Commissioner

Honorable Darshan Singh, Commissioner

Honorable Miquel Bustos, Commissioner

Ms. Tiffany Bohee, Executive Director

C/o Ms. Claudia Guerra, Commission Secretary

City Hall, Room 416

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

Re: OCCI Public Hearing - Tuesday, December 16, 2014
Agenda Item #6. Public Comment on Non-agenda Items

San Francisco / Golden State Warriors

Arena High School - College Career Pathway & Field Study
Classroom©

Roof-Top Astronomy Education & Observatory Deck©

Dear Commissioners,

I am writing to share with you the brief comments I made at the Mission Bay Citizen Advisory Committee (CAC) meeting this past Tuesday, December 9, 2014 regarding the OCII and Planning Department's Public Scoping meeting and Notice of Preparation of Environmental Impact Report for the Warriors Arena Events Center and Mixed-Use Development project.

After Mr. Brett Bollinger's presentation introducing the EIR process that the Planning Department will be responsible for completing, I asked in public comment that this EIR study include my proposal that I've submitted to the Warriors and all involved San Francisco city officials and agencies over the past 5 years, requesting the Warriors to include within the original design and construction of the Warriors Arena and Events Center in Mission Bay, a High School-College Career Pathway & Field Study Classroom©.

I am asking that this EIR process study the long-term positive social and economic

implications, impacts and benefits that the inclusion of a High School Classroom can provide San Francisco – and the entire Bay Area - including our students, schools, businesses and diverse, cross-cultural Community as a whole.

I respectfully ask that this OCII Commission, as well as the other San Francisco public-service Government Agencies and Commissions involved and responsible for creating this successful partnership with the Warriors – the Planning Commission, Board of Supervisors, Office of Economic Workforce Development and the Mayor's Office – consider the innovative and far-sighted opportunities available through initiating these new possibilities.

I believe building an innovative, strategically located Classroom inside this state-of-the-art Warriors Arena and Events Center, will be capable of promoting, enhancing and expanding San Francisco's current ability to create a wide variety of jobs and businesses; including educational careers and benefits for our diverse, cross-cultural community of San Francisco, Oakland and the entire Bay Area - for generations to come.

Thank you very much for your time, consideration and support.

Sincerely,

Dennis G. MacKenzie

Dec 12/14

Dear Mr Baker,

I want to express my
dismay for this out of place
structure that will invade
our wonderful small town
feel neighborhood of
the North Slopes of Petros
Hill.

Having lived here for
35 years, I have seen
many changes which are
not for the better. The
traffic, noise and crime
have all increased. This
plan must be stopped
at 18 and Main.

This will not be
passively oriented with
offices, parking lots
and all the congestion
that is already increasing
with the USTF campus.

Please vote me
out for anymore
Buildings!

Sincerely
N. Brown Hill
335 Arkansas
St. 9/1/07.

ARKANSASST @gmail.com