

FEHR & PEERS

March 23, 2012

Viktoriya Wise
San Francisco Planning Department, Environmental Planning Division
1650 Mission Street, Suite 400
San Francisco, California 94103

Re: *Preliminary Transportation Due Diligence for the Kaiser-Potrero Partners Project at 901 16th Street San Francisco, California*

Dear Viktoriya:

Fehr & Peers, as part of its work with the Kaiser-Potrero Partners project team, completed its initial review of the transportation-related issues concerning the proposed redevelopment of 901-941 16th Street and 1200-1210 17th Street for a new Kaiser medical office building (MOB) with ground floor retail space and an adjacent residential building (developed with Potrero Partners Development) (herein the "Kaiser-Potrero Partners Project"). The purpose of this initial study is to preliminarily assess if the Kaiser-Potrero Partners Project would be consistent with the land use assumptions in the Eastern Neighborhoods Land Use Plan and Transportation Study and Environmental Impact Report. Depending on the outcome of this initial analysis, the Proposed Project may qualify for certain environmental analysis exemptions or streamlining recognized by the San Francisco Planning Department and set forth in Section 15183 of the California Environmental Quality Act (CEQA) Guidelines.

The remainder of this letter discusses our review of the Eastern Neighborhoods Land Use and Transportation Study assumptions, preliminary trip generation forecasts for the Kaiser-Potrero Partners Project, and a preliminary analysis of cumulative traffic conditions. We reviewed Cumulative conditions to determine if the Kaiser-Potrero Partners Project would contribute to or cause new significant impacts not identified in the Eastern Neighborhoods Environmental Impact Report.

KAISER-POTRERO PARTNERS PROJECT DESCRIPTION

The Kaiser-Potrero Partners Project is located on a 3.5 acre site on the southwest corner of the 7th Street-Mississippi Street/16th Street intersection in the Showplace Square/Potrero Hill neighborhood of San Francisco. The site is currently occupied by several industrial buildings, temporary office and trailers, a small vacant office building, and a parking lot. The Kaiser-Potrero Partners Project would subdivide the site and replace the existing uses with the following uses:

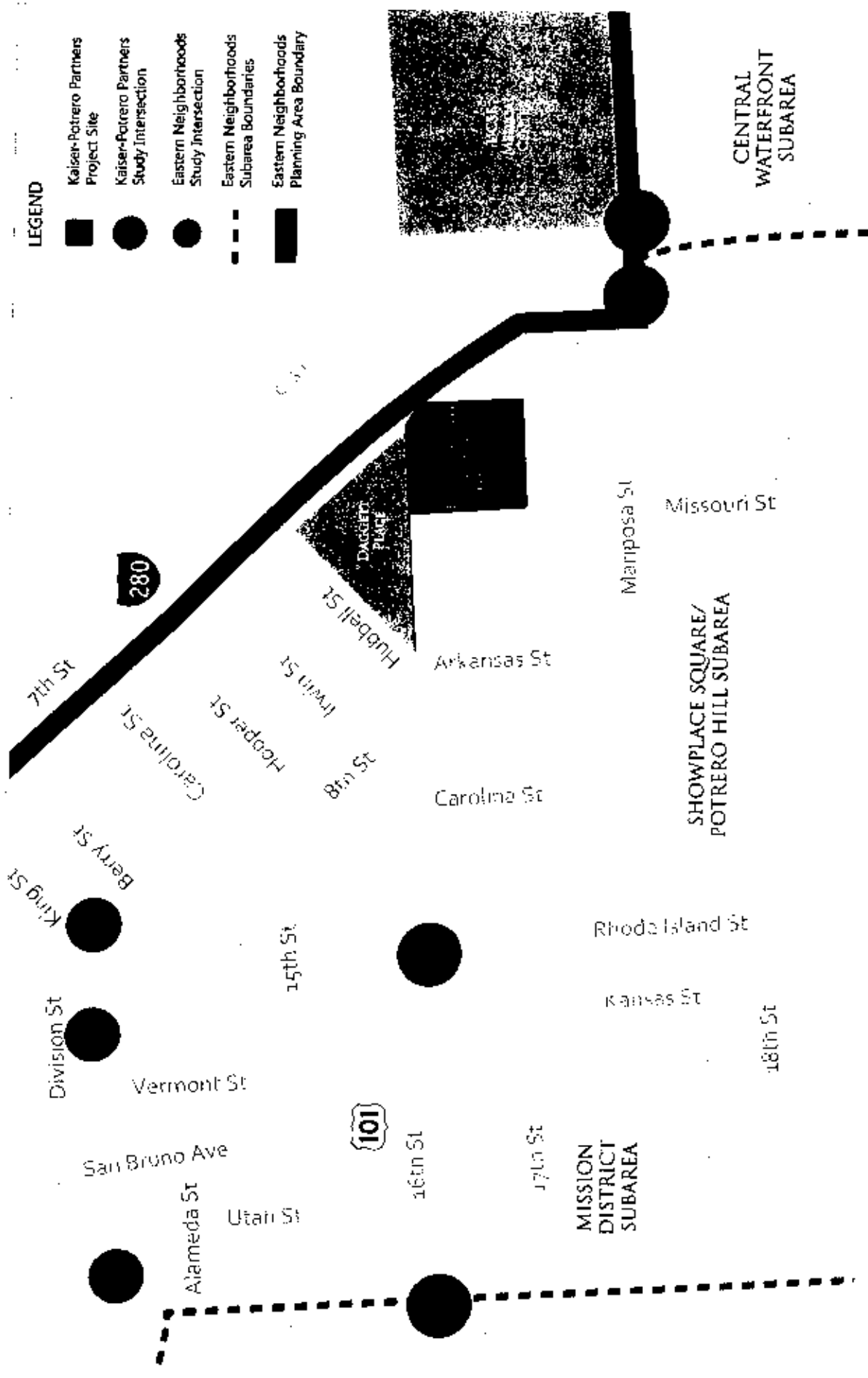
- Kaiser Medical Office Uses: 148,613 square feet
- Kaiser-related Ground Floor Retail (e.g., pharmacy, optical sales): 16,000 square feet
- Kaiser-related Non-Office Functions (e.g., lab support): 4,544 square feet
- Kaiser-related Non-office Functions (e.g., gym or retail): 9,543 square feet
- Kaiser Lobby and Building Support Service (e.g., mechanical, stairs): 10,900 square feet
- Residential: 200 units

The Kaiser MOB (Potrero Hill MOB) building would total 189,600 square foot fronting along 16th Street and accommodate approximately 450 employees. The Potrero Partners project would be constructed fronting 17th Street.

Vehicle access to the building and underground parking garage would be provided by a curb cut on Mississippi Street. The MOB would also have a 180-foot passenger vehicle, shuttle bus, and ambulance loading zone (i.e., white curb) on its 16th Street frontage. There would be an open space between the Potrero Hill MOB and the residential building and a pedestrian and bicycle alley along the west edge of the site.

The buildings would have independently-accessible parking garages, with 170 spaces for residential uses and 563 spaces for Kaiser-related uses. The buildings would have bicycle parking, lockers and storage space for the MOB; 116 bicycle parking spaces for residents of the Potrero Partners portion of the project; and up to thirteen car-share spaces for general use.

Figure 1 shows the location of the Kaiser-Potrero Partners Project and the study area reviewed in this analysis.



PROJECT LOCATION

FIGURE 1



FEHR & PEERS

2010 California High-Speed Rail Authority

COMPARISON WITH THE EASTERN NEIGHBORHOODS PLAN

To qualify under the community plan exemption environmental review process, the traffic impacts of the Kaiser-Potrero Partners Project would need to have been adequately analyzed in the *Eastern Neighborhoods Plan EIR* (2008), which analyzed the potential impacts associated with the rezoning of major portions of the eastern neighborhoods of San Francisco. The Eastern Neighborhoods Plan forecasted future growth in four major subareas in the eastern portion of San Francisco. The Kaiser-Potrero Partners Project is located in the Showplace Square/Potrero Subarea of that analysis. The Eastern Neighborhoods Planning Area and Showplace Square/Potrero Subarea are shown in Figure 2.

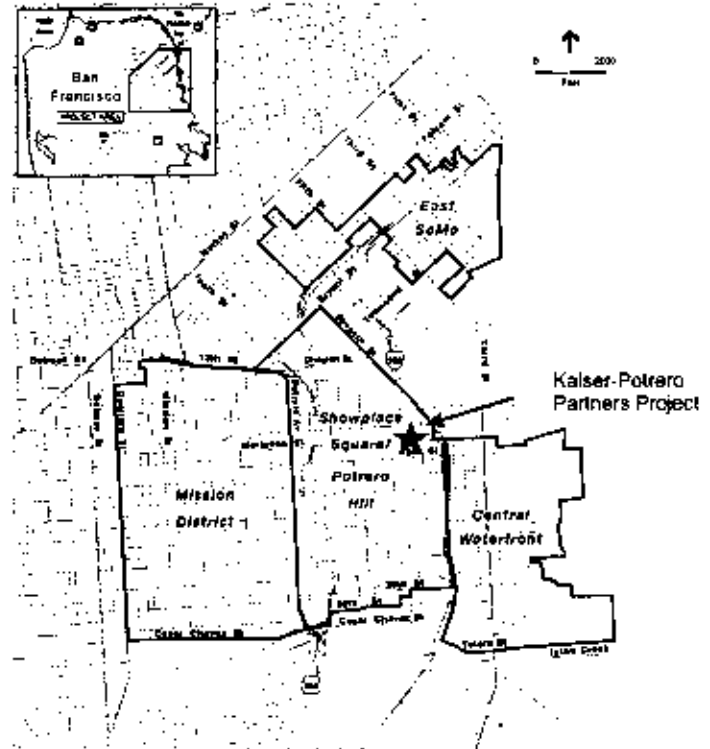


Figure 2. Eastern Neighborhoods Rezoning and Area Plans
(Source: Eastern Neighborhoods Transportation Study, 2007)

The Eastern Neighborhoods Land Use Plan assumed that a mix of residential, medical uses, retail/entertainment space, and professional service uses would supplement the existing production/distribution/repair (PDR)-uses in the Showplace Square/Potrero Subarea bounded by 7th Street, I-280, 26th Street, Potrero Avenue, and Bryant Street.

Table 1 summarizes the land use types and intensities planned for the Showplace Square/Potrero Subarea, compared to the entire Eastern Neighborhoods planning area. The Showplace Square/Potrero Subarea was expected to absorb about 80 percent of the expected growth in medical space, 40 percent of the expected growth in other non-residential uses, and 40 percent of the expected growth in housing. About one million square feet of PDR-uses would be replaced by other uses under the Showplace Square/Potrero Hill Area Plan.

TABLE 1: EASTERN NEIGHBORHOODS I AND USE CHANGES

Land Use	Units	Baseline	Future ²	Net Increase
Showplace Square/Potrero Subarea				
Medical	sq. ft.	1,111,200	1,305,000	193,800
Retail/Entertainment	sq. ft.	596,400	851,701	255,301
PDR	sq. ft.	3,629,286	2,637,823	(991,463)
Other Non-Residential Uses ¹	sq. ft.	2,423,100	3,453,120	1,030,020
<i>Total Non-Residential</i>	sq. ft.	7,759,986	8,247,644	487,658
Housing	units	5,539	9,430	3,891
Eastern Neighborhoods Total (Includes Central Waterfront, Showplace/Potrero, Mission, and East Soma)				
Medical	sq. ft.	1,334,400	1,568,400	234,000
Retail/Entertainment	sq. ft.	2,602,800	3,288,000	685,200
PDR	sq. ft.	16,915,307	11,981,957	(4,933,350)
Other Non-Residential Uses ¹	sq. ft.	8,116,500	13,300,390	5,183,890
<i>Total Non-Residential</i>	sq. ft.	28,969,007	30,138,747	1,169,740
Housing	units	25,464	35,322	9,858
Proportion of Showplace Square/Potrero Subarea to Eastern Neighborhoods Total				
Medical	sq. ft.	83%	83%	83%
Retail/Entertainment	sq. ft.	23%	26%	37%
PDR	sq. ft.	21%	22%	20%
Other Non-Residential Uses ¹	sq. ft.	30%	26%	20%
<i>Total Non-Residential</i>	sq. ft.	27%	27%	42%
Housing	units	22%	27%	39%

Notes:

1. Other non-residential uses include cultural/institutional/educational (CIE), and management/information/professional services. Based on the City's transportation demand model, the Potrero Hill MOG is classified as medical uses.
2. Eastern Neighborhoods Land Use Alternative 3, the adopted land use alternative.

Source: Eastern Neighborhoods Rezoning and Area Plans Transportation Study (June 2007)

Table 2 compares the Proposed Kaiser-Potrero Partners Project to the land uses assumed in the Showplace Square/Potrero Subarea. The Kaiser-Potrero Partners Project would consist of approximately 85 percent of the planned growth in medical space, six percent of the planned growth in retail space, and five percent of the planned growth in housing. The Kaiser-Potrero Partners Project would replace approximately 150,000 square feet of PDR-uses. Since the existing uses are generally low-intensity industrial warehousing and parking, the PDR-uses to be replaced were assumed to be equal to the area of the existing site. Thus, the Kaiser-Potrero Partners Project fits within the planned growth assumptions for the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Plan. After Kaiser-Potrero Partners, approximately 29,800 square feet of medical space and 3,691 housing units would remain in the subarea for development.

TABLE 2: KAISER-POTRERO PARTNERS PROJECT VERSUS EASTERN NEIGHBORHOODS I LAND USE CHANGES

Land Use	Units	Baseline	Future	Net Growth	Kaiser-Potrero Partners Project	Net Difference
<i>Showplace Square/Potrero Subarea</i>						
Medical	sq. ft.	1,111,200	1,305,000	193,800	164,057	29,743
Retail/Entertainment	sq. ft.	596,400	851,701	255,301	16,000	239,301
PDR	sq. ft.	3,629,288	2,637,823	(991,463)	(151,905)	(839,558)
Other Non-Residential Uses ¹	sq. ft.	2,423,100	3,453,120	1,030,020	9,543	1,020,477
<i>Total Non-Residential</i>	sq. ft.	<i>7,759,988</i>	<i>8,247,644</i>	<i>487,658</i>	<i>37,695</i>	<i>449,963</i>
Housing	units	5,539	9,430	3,891	200	3,691

Notes:

1. Other non-residential uses include production/distribution/repair (PDR), cultural/institutional/educational (CIE), and management/information/professional services. Based on the City's transportation demand model, the Potrero Hill MOB would qualify under medical uses.

Source: Kaiser, 2011; Eastern Neighborhoods Rezoning and Area Plans Transportation Study (June 2007)

A project ("Daggett Place") on the parcel on the north side of 16th Street opposite the Kaiser-Potrero Partners site was recently approved by the San Francisco Planning Commission. Daggett Place would include 468 new housing units, approximately 15,000 square feet of retail space, and 7,000 square feet of PDR space. The Daggett Place project underwent separate environmental review at the same time the Eastern Neighborhoods Plan was being completed, and both Daggett Place and the Kaiser-Potrero Partners project fit within the Showplace Square/Potrero land use growth assumptions in the Eastern Neighborhoods Plan.

ANALYSIS METHOD

The Eastern Neighborhoods Transportation Study evaluated the potential traffic impacts associated with jobs and housing growth throughout the Eastern Neighborhoods, including growth on the Kaiser-Potrero Partners Project parcels. The Eastern Neighborhoods EIR was certified by the San Francisco Planning Commission and the San Francisco Board of Supervisors in August 2008. The purpose of the traffic analysis presented in this letter is to determine whether the Kaiser-Potrero Partners Project, which is consistent with the development density established in the Eastern Neighborhoods Plan, would generate significant traffic effects not identified in the Eastern Neighborhoods EIR or would increase the severity of significant impacts identified in that prior EIR.

To determine if the Kaiser-Potrero Partners Project would cause new impacts or increase the severity of the impacts identified in the Eastern Neighborhoods EIR, a two-step process was completed. First, the level of traffic that would be generated by the Kaiser-Potrero Partners Project was forecast using special trip generation rates developed at other similar Kaiser facilities and trip generation rates contained in the San Francisco *Transportation Impact Analysis Guidelines for Environmental Review* ("SF Guidelines"). Second, the level of service reported for intersections near the Kaiser-Potrero Partners project and analyzed in the Eastern Neighborhoods EIR were reviewed to evaluate whether the amount of traffic generated by the Kaiser-Potrero Partners Project would cause new or increase the severity of significant impacts identified in the EIR.

PRELIMINARY TRIP GENERATION

Preliminary trip generation estimates for the Kaiser-Potrero Partners project were developed to forecast the number of daily and morning (AM) and evening (PM) peak hour trips that would be generated by the Kaiser-Potrero Partners Project. Medical office buildings tend to generate more trips than other office buildings or hospitals because of patient appointments, vendors, and visitors. Trip generation for these facilities also can vary depending on the number of doctors, patients, or specialties at the facility. The proposed Potrero Hill MOB is expected to operate in a similar manner to other Kaiser medical office facilities in San Francisco; therefore, trip generation forecasts for the Kaiser portion of the project were forecast using trip generation rates developed for the Kaiser French and Geary Campuses and other San Francisco medical facilities.

The Kaiser portion of the project would contain a mix of medical office uses, Kaiser-related retail uses (e.g., optical sales and pharmacy), Kaiser-related non-office support services (e.g., lab spaces), and a small amount of non-medical support services (e.g., employee gym). The largest portion of the uses – approximately 80 percent of gross floor area – would be devoted to traditional medical uses, including offices and laboratory space. Approximately eight percent of gross floor area would be devoted to retail uses open to Kaiser members. Approximately six percent of gross floor area would be occupied by non-medical amenities for Kaiser employees. The remaining floor area would be building services, such as the lobby, mechanical rooms and stairwells. These types of uses are standard facilities in Kaiser facilities, which typically offer integrated care and services within one building to eliminate travel between different offices, laboratories, and the pharmacy. Since the Kaiser rate was developed at sites with a mix of uses, applying the Kaiser-specific trip generation rate to the whole facility was considered reasonable.

Table 3 summarizes the person trip generation rates used for other recent medical center studies in San Francisco. As shown in the Table, the daily trip generation rates for a Kaiser MOB are similar to other San Francisco MOB's. The PM peak hour factor is slightly lower than the UCSF, ITE, and SanDAG rate; however, it is similar to CPMC. Trip generation rates used for the Potrero MOB were ultimately based on Kaiser-specific data for daily and PM peak hour.

The average AM rate from the other facilities in San Francisco was applied to the Kaiser project, because AM peak hour data from Kaiser San Francisco facilities was not available and the Potrero MOB was assumed to generate trips similar to other MOB's in San Francisco.

TABLE 3: TRIP GENERATION RATES AT OTHER MEDICAL CENTER SITES

Site / Source	Daily Person Trip Rate	Daily Vehicle Trip Rate	AM Factor	PM Factor	In/Out Percentages [AM/(PM)]
Kaiser San Francisco	16	8.7	N/A	8.4%	N/A (29/71)
UCSF Mission Bay	16	5.4	13%	10%	84/18 (17/83)
CPMC	16	7.7	5%	7%	76/24 (27/73)
ITE – 8 th Edition	N/A	8.9	5.9%	12%	79/21 (34/66)
SanDAG	N/A	13	6%	11%	80/20 (31/70)
Average Rates	16	8.7	7.5%	9.7%	80/20 (28/72)

Notes:
 1. Trip Generation Rates per Employee
 Source: Fehr & Peers, 2011

Trip generation forecasts for the existing industrial uses on the site and the Potrero Partners residential portion of the project were developed using standard trip generation rates outlined in the "SF Guidelines. Table 4 summarizes the trip generation rates for residential uses in the SF Guidelines.

TABLE 4: RESIDENTIAL TRIP GENERATION RATES					
	Daily Person Trip Rate	Daily Vehicle Trip Rate	AM Factor	PM Factor	In/Out Percentages [AM/(PM)]
Residential (Studio/1-Bed)	7.5	4.5	12.9%	17.3%	{67/33}
Residential (2+ Bedroom)	10	6.0	12.9%	17.3%	{67/33}

Source: SF Guidelines, 2002; Institute of Transportation Engineers, 2008.

Table 5, on the following page, presents the weekday daily, AM and PM peak hour person-trip generation by mode of travel for the Kaiser-Potrero Partners Project. The City of San Francisco typically develops person trip generation estimates for projects because of the robust transportation options in most areas of the city. Auto person trips, and subsequently vehicle trips, form the base of most traffic analysis; however, San Francisco also considers the number of transit, bicycle, and pedestrian trips when evaluating potential impacts on transit, bicycle and pedestrian impacts of a project, respectively.

As shown, the Kaiser-Potrero Partners Project would generate approximately 7,700 daily person trips, 640 AM peak hour person trips, and 750 PM net new peak hour person trips. Approximately 69 percent of the person-trips would be by auto, 23 percent by transit and 8 percent by walk/other modes. The site would generate approximately 4,400 daily vehicle trips and 360 and 425 peak hour (AM and PM, respectively) vehicle trips. Approximately 20 percent of all daily person trips and 30 percent of all peak hour person trips would be attributable to the Potrero Partners Residential portion of the Project.

Table 6 summarizes the vehicle trips to and from the site during the peak hours. As shown, the project would generate slightly more inbound trips in the morning and slightly more outbound trips in the evening. Figure 4 shows the number of vehicle trips that the Kaiser-Potrero Partners Project would add to nearby intersections.

TABLE 6: KAISER-POTRERO PARTNERS PROJECT VEHICLE TRIP GENERATION

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Potrero Hill MOB ^{1,2,3}	189.6 ksf	3,915	293	234	59	329	95	234
Potrero Partners Residential ⁴	200 units	948	117	29	88	184	109	55
<i>New Vehicle Trips</i>		<i>4,863</i>	<i>410</i>	<i>263</i>	<i>147</i>	<i>493</i>	<i>204</i>	<i>289</i>
Existing Trips		-458	-54	-49	-5	-70	-6	-64
Net New Vehicle Trips		4,405	356	214	142	423	198	225

Notes:

1. Trip generation rates for daily and PM peak hour from the Kaiser French Campus EIR (1996).
2. AM peak hour trip generation rates developed using the average AM peak hour factor observed at CMPC, UCSF Mission Bay, ITE 8th Edition, and SanDAG surveys.
3. Average vehicle occupancy (1.3 persons/vehicle) and non-auto mode split data from the UCSF Mission Bay SEIR (2008).
4. Residential mode split and average vehicle occupancy (1.08 persons/vehicle) based on the adjacent Census Tract 227.02 (Potrero Northeast Slope) since Census Tract 607 (Mission Bay) is predominately non-residential. Tract 227.02 is located on the south side of 17th Street. This mode split is generally consistent with the residential mode split used in the Deggett Place EIR (2008).

Source: Fehr & Peers, 2011

TABLE 5: KAISER-POTRERO PARTNERS PROJECT TRIP GENERATION

Land Use	Person Trips				Vehicle Trips
	Auto	Transit	Other Trips ⁵	All Modes	
Daily					
Potrero Hill MOB ^{1,3}	5,090	1,728	382	7,200	3,915
Potrero Partners Residential ⁴	1,020	289	391	1,700	948
New Daily Trips	6,110	2,017	773	8,900	4,863
Existing Daily Trips (Industrial)	-750	-231	-219	-1,200	-458
Net New Daily Trips	5,360	1,786	554	7,700	4,405
AM Peak Hour					
Potrero Hill MOB ^{1,2,3}	381	129	28	538	293
Potrero Partners Residential ⁴	132	37	51	220	117
New AM Peak Hour Trips	513	166	79	758	410
Existing AM Trips (Industrial)	-75	-23	-22	-120	-54
Net New AM Peak Hour Trips	438	143	57	638	356
PM Peak Hour					
Potrero Hill MOB ^{1,3}	428	145	32	605	329
Potrero Partners Residential ⁴	176	50	68	294	164
New PM Peak Hour Trips	604	195	100	899	493
Existing PM Trips (Industrial)	-99	-29	-21	-149	-70
Net New PM Peak Hour Trips	505	166	79	750	423

Notes:

1. Trip generation rates for daily and PM peak hour from the Kaiser French Campus EIR (1996).
2. AM peak hour trip generation rates developed using the average AM peak hour factor observed at CMPC, UCSF Mission Bay, ITE 8th Edition, and SanDAG surveys.
3. Average vehicle occupancy (1.3 persons/vehicle) and non-auto mode split data from the UCSF Mission Bay SEIR (2008).
4. Residential mode split and average vehicle occupancy (1.08 persons/vehicle) based on the adjacent Census Tract 227.02 (Potrero Northeast Slope) since Census Tract 607 (Mission Bay) is predominately non-residential. Tract 227.02 is located on the south side of 17th Street. This mode split is generally consistent with the residential mode split used in the Daggett Place EIR (2008).
5. Includes bicycle, walking, taxi, and other modes.

Source: Fehr & Peers, 2011

TRAFFIC ANALYSIS

The cumulative transportation impact analysis presented in this letter is based on travel demand forecasts and cumulative analysis prepared for the Eastern Neighborhoods EIR. An Existing Plus Project scenario was not analyzed here, since the analysis focuses on comparing the project's contribution to the Eastern Neighborhoods cumulative condition. This section describes cumulative conditions with and without the Project, resulting traffic intersection delay and Level of Service ("LOS") at nearby intersections, and the methodology and criteria used to determine significant impacts resulting from the Project.

Cumulative conditions were analyzed using traffic forecasts from the Eastern Neighborhoods EIR. The Cumulative Plus Project scenario encompasses the entire Eastern Neighborhoods EIR (including the Kaiser-Potrero Partners Project), along with other forecasted land use/zoning changes in the area by the year 2025. Cumulative No Project Conditions represent conditions without the Eastern Neighborhoods proposed changes and excluding the Kaiser-Potrero Partners Project.

Study Intersections

Study intersections were selected based on their utilitarian importance and proximity to the Project site. The Eastern Neighborhoods Transportation Study analyzed a limited number of study intersections near the Kaiser-Potrero Partners Project site; therefore, for this initial analysis, we examined the net effect of the project at four Eastern Neighborhoods Transportation Study intersections near the Proposed Project. Those study intersections, which are also shown on Figure 1, are the following:

1. I-280 Southbound On-Ramp/Mariposa Street
2. I-280 Northbound Off-Ramp/Mariposa Street
3. Rhode Island Street/16th Street
4. Potrero Avenue/16th Street

The following improvements are planned at these study intersections as part of the Mission Bay Redevelopment Plan and assumed in the Eastern Neighborhoods analysis:

- Mariposa Street/I-280 Off-Ramp – Add new southbound approach to connect with Owens Street. Reconfigure intersection to include a new southbound left- and two right-turn lanes, a new northbound through-right turn lane, changing an eastbound through lane to a through-left turn lane and a new westbound through-right turn lane. Also modify current signal timings to incorporate the new roadway configuration.
- Mariposa Street/I-280 Southbound On-Ramp – Signalize and reconfigure intersection to include a new dedicated through lane for the westbound approach.

These Mission Bay Redevelopment Plan improvements are constructed based on a schedule prepared in the Mission Bay Plan and are likely to be constructed by 2025.

Intersection Significance Criteria

The San Francisco Planning Department methodology by which significant contributions to cumulative traffic impacts are determined is as follows:

- The threshold for a significant adverse impact on traffic has been established as deterioration in the LOS at a signalized intersection from LOS D or better to LOS E or LOS F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F and Caltrans signal warrants would be met, or causes Caltrans signal warrants to be met when the worst approach is already at LOS E or LOS F.
- In addition, a project would have a significant adverse effect if it would cause major traffic hazards, or would contribute considerably to the cumulative traffic increases that would cause the deterioration in intersection LOS to unacceptable levels (i.e., to LOS E or LOS F).

Intersection Level of Service

As shown in **Table 7**, two study intersections – I-280 SB On-Ramp/Mariposa, I280 NB Off-Ramp/Mariposa – would operate acceptably (LOS D or better) and the Kaiser-Potrero Partners Project would result in a less-than-significant impact at these two locations. Two of the study intersections are projected to operate at unacceptable levels of service during the PM peak hour.

To determine if the Kaiser-Potrero Partners Project would contribute significantly to unacceptable operations, the vehicle trips generated by the Kaiser-Potrero Partners Project were assigned the PM peak hour traffic volumes at the Study Intersections. The majority of the trips during the weekday PM peak hour would travel within San Francisco (75 percent), with smaller percentages to and from the South Bay, East Bay, North Bay and outside the region. The Potrero Hill MOB related trips would be relatively evenly distributed throughout San Francisco and the region. The following distribution patterns were used as the assumed basis for assigning project-related vehicle trips to the local and regional roadway network:

- 30% to/from the west on 16th Street
- 30% to/from the south on I-280
- 25% to/from the north on 7th Street
- 15% to/from the east on 16th Street

TABLE 7: PM PEAK HOUR INTERSECTION LEVEL OF SERVICE- CUMULATIVE CONDITIONS

Intersection	Control	Peak Hour	Cumulative (2025) No Project		Cumulative (2025) Plus Project		Project Impact
			Delay ¹	LOS ²	Delay ¹	LOS ²	Yes/No
1. I-280 Southbound On-Ramp / Mariposa Street	Signal ³	PM	18.6	C	17.1	B	No
2. I-280 Northbound Off-Ramp / Mariposa Street	Signal ^{3,4}	PM	36.4	D	41.7	D	No
3. Rhode Island Street / 16 th Street	SSS ⁵	PM	>50 (sb)	F	>50 (sb)	F	No
4. Potrero Avenue / 16 th Street	Signal	PM	>80	F	>80	F	No

Notes:

1. Delay measured in seconds per vehicle.
2. Level of Service
3. Year 2025 analysis includes reconfiguration of intersection as part of Mission Bay Redevelopment Plan.
4. Future Planned Signal
5. Side-Street Stop Controlled Intersection.

Source: Fehr & Peers, 2011.

At intersections that would operate at LOS E or LOS F under Cumulative No Project conditions, and would continue to operate at LOS E or LOS F under Cumulative Plus Project conditions, the Project-generated vehicle trips were reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F.

- The Kaiser-Potrero Partners Project would add approximately 68 vehicle trips to the critical westbound through movement at the Potrero Avenue/16th Street Intersection during the PM peak hour and exacerbate unacceptable LOS F operations. The Project's contribution would be approximately 4.5 percent of the westbound movement's volume in 2025 with Eastern Neighborhoods zoning; therefore, the Kaiser-Potrero Partners Project's contribution to unacceptable operations would be considered *less-than-significant*.
- The Kaiser-Potrero Partners Project would add approximately 127 vehicle trips to the Rhode Island Street/16th Street intersection during the PM peak hour and exacerbate unacceptable LOS F operations. SFMTA is currently constructing a new signal at this intersection. The signal is anticipated to be operational by the end of 2012. The poor operating conditions at this study intersections would be due to traffic volume increases associated with other developments in the proposed project vicinity and a signal would improve operations to an acceptable level, thus the Project's contribution was considered *less-than-significant*. Without a signal, the Project may contribute to a significant impact at this intersection.

CONCLUSION

The Kaiser-Potrero Partners Project is proposing to construct a new medical office building with ancillary Kaiser-related non-medical uses and a 200-unit residential building at the southwest corner of the 7th Street-Mississippi Street/16th Street intersection. The Project seeks to use the community plan exemption process in light of the EIR prepared for the Eastern Neighborhoods Rezoning and Area Plans. As discussed, the Project fits within the land use assumptions for the Showplace Square/Potrero Subarea.

If constructed, the Kaiser-Potrero Partners Project would generate approximately 7,700 daily person trips, 640 AM peak hour person trips, and 750 PM peak hour person trips. Approximately 69 percent of the person-trips would be by auto, 23 percent by transit and 8 percent by walk/other modes. The site would generate approximately 4,400 daily vehicle trips and 360 and 425 peak hour (AM and PM, respectively) vehicle trips. Approximately 20 percent of all daily person trips and 30 percent of all peak hour person trips would be attributable to the Potrero Partners Residential portion of the Project.

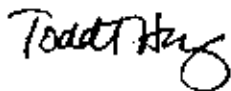
Since the Project generally fits within the assumptions used for the Cumulative analysis prepared for the Eastern Neighborhoods EIR, intersection levels of service under 2025 conditions were reviewed. This review determined that the addition of vehicle trips from the Kaiser-Potrero Partners Project would not contribute a significant amount of traffic to unacceptable intersection operations at Potrero Avenue/16th Street and Rhode Island Street/16th Street. The other two study intersections, including the on- and off-ramps at Mariposa, would operate at acceptable levels of service. Therefore, the Kaiser-Potrero Partners Project would most likely not trigger a new impact or a worse impact than what was identified in the Eastern Neighborhoods EIR.

We hope that you have found the information in this memorandum helpful. Again, please be advised that the information contained in this letter has not been reviewed by the San Francisco Planning Department. The Planning Department will ultimately determine if the project meets the requirements for an abbreviated environmental review.

Feel free to contact Todd Henry at (415) 348-0300 if you have any questions.

Sincerely,

FEHR & PEERS



Todd Henry
Transportation Planner



Sam Tabibnia, P.E.
Associate