FEHR PEERS

April 16, 2014

Ms. Joy Navarette
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Subject: Transportation Analysis of the Automated Waste Collection System Proposed for the Candlestick Point – Hunters Point Shipyard Phase II Project

Dear Joy:

This letter summarizes the potential changes to transportation impacts of the Candlestick Point / Hunters Point Shipyard Phase II development plan associated with locating three centralized trash collection locations within the development areas. In Candlestick Point, the collection facility will be located in the retail center, with access either from Arelious Walker Drive, between Harney Way and Ingerson Avenue. Within the Hunters Point Shipyard area, two facilities will be constructed. One will be constructed in Parcel 1 in the HPS South area with access from the diagonal street connecting Crisp Avenue and Fischer Street. The second will be constructed in Parcel 4 of the R&D area in the Shipyard development with access from Spear Avenue. Trucks will travel between each of these three sites to the San Francisco solid waste facility at Tunnel and Beatty Roads or to the recycling facility at Pier 96, at Cargo Way and Jennings Street.

OPERATIONAL CHARACTERISTICS

Trash will be collected from buildings throughout the project site to three centralized locations via a series of underground tubes.[1] The result will be that trash collection trucks will not need to circulate throughout the project site, but will instead travel to and from the centralized collection locations. The collection locations will be sited on the northwest corner of the Candlestick Point retail center, Parcel 1 in the HPS South area, and Parcel 4 of the R&D area in the Shipyard development.

According to the operator, approximately seven trucks per day will enter each of the three centralized sites, pick up trash, and leave the site, for a total of 14 trips per day (7 inbound and 7 outbound trips) per site. Trucks will typically be 40-foot trucks. The precise location of any of the driveways is unknown, but they would all be required to conform to driveway standards described in the respective Design for Development (D4D) documents. Truck trips will typically occur

[1] Public areas of the Project site, such as sidewalks and parks, will be served by traditional trash collection methods and will not be included in the automated waste collection system.

between 6 AM and 11 PM, consistent with the hours of operation allowed by the San Francisco Department of Public Health.

Candlestick Point Retail Site

For the facility to be located in Candlestick Point, trucks destined for the San Francisco solid waste transfer station at Tunnel and Beatty Roads would use Arelious Walker Drive, Harney Way and Beatty Road to access the facility. Exiting trucks will leave the site by turning left onto Arelious Walker Drive from the site's driveway, on to Harney Way and then toward US 101. To facilitate this, a median break would be provided on Arelious Walker Drive. Trucks destined for the recycling facility at Pier 96 would enter US 101 northbound from Harney Way, and immediately exit at the Paul Avenue/Third Street off-ramp. Trucks would travel northbound on Third Street to Cargo Way, and then east on Cargo Way to Pier 96.

Hunters Point South Parcel 1

For trucks traveling between the San Francisco solid waste transfer facility and the site located in Hunters Point South Parcel 1, trucks would travel along Third Street, Palou Avenue, and Crisp Road, entering the site from the diagonal road connecting Crisp Road and Fisher Street.

For trucks traveling between the recycling facility at Pier 96 and the site located in Hunters Point South Parcel 1, trucks would travel along Jennings Street, Evans Street, Hunters Point Boulevard, Innes Avenue, Donahue Street, Lockwood Avenue, Fischer Street and then to the diagonal street connecting Fischer Street and Crisp Avenue.

R&D Parcel 4

Trucks traveling between the San Francisco solid waste transfer facility and the site located in Hunters Point R&D Parcel 4 would use the same route as for the Hunters Point South Parcel 1 facility, but would continue on to Fischer Street and Spear Street to the entrance located on Spear Street near "B" Street.

For trucks traveling between the recycling facility at Pier 96 and the site located in Hunters Point R&D Parcel 4, trucks would travel along Jennings Street, Evans Street, Hunters Point Boulevard, Innes Avenue, Donahue Street, Lockwood Avenue, and Spear Street to the entrance located on Spear Street near "B" Street.

IMPACTS

The traffic generation forecasts prepared in the project's EIR included trips generated by various services associated with new development, including trash and mail delivery, based on typical conditions when trash is collected throughout the site at individual buildings. Therefore, the fact that all trash would now be consolidated at three centralized locations may slightly increase the number of truck trips to those locations, but would also slightly reduce the traffic levels

throughout the rest of the project because trucks would no longer have to circulate throughout the site to individual buildings. However, the change in traffic volumes at any given location would likely be no more than one or two truck trips per hour, which would be negligible.

Finally, the roadways within the project site, specifically Harney Way and Arelious Walker Drive, within Candlestick Point, and Cargo Way, Jennings Street, Evans Avenue, Innes Avenue, Donahue Street, Lockwood Avenue, Fischer Street, and Spear Avenue in the Hunters Point Shipyard area have been designed to accommodate 40-foot trucks, similar to those operated as part of the proposed trash collection facility. Therefore, trucks should be able to safely maneuver within the project.

The location of the facility driveways would conform to the criteria described in the D4D documents, and would therefore conform to reasonable design standards. Therefore, the design of the roadway network and the location of the driveways will be consistent and compatible with the proposed circulation of trucks to and from the collection sites.

Therefore, the effects of locating the facilities at their proposed locations would not change the conclusions summarized in the project's EIR.

We hope you have found this helpful. Please do not hesitate to call if you have any questions.

Sincerely,
FEHR & PEERS

Chris Mitchell, PE
Principal

SF08-0407