

MISSION ROCK

Community Update | November 2019

Dear Neighbors:

Thank you for your engagement and extraordinary support throughout the years! Mission Rock reflects over a decade of planning and community input to transform Parking Lot A and Pier 48 into a vibrant neighborhood. A partnership between the Port of San Francisco, San Francisco Giants, and Tishman Speyer, Mission Rock delivers exciting parks and open space, new rental homes - 40% affordable to low and moderate income families and individuals, imaginative work spaces and an array of neighborhood-serving retail. Make Mission Rock: <http://missionrock.com>

Mission Rock will be completed in seven to ten years over three to four phases. We are thrilled to include the 5-acre waterfront park in the first phase of development, along with approximately 550 rental homes, office space, and neighborhood-serving retail on the ground floor of each building. Phase one will break ground early 2020 and be completed in 2023.



Mission Rock phase one rendering

Members of the Mission Rock team will continue to work closely with neighbors and neighborhood stakeholders to answer project questions including any construction related observations. Monthly newsletters will provide project updates and in early 2020 a construction website will host information about ongoing and upcoming work. In the meantime, below outlines what you can expect to see in Parking Lot A over the next few months, and how you may reach us if you have any questions or comments:

Preliminary Construction Work: November 2019 – January 2020

Prior to groundbreaking, the project team will conduct preliminary construction work in a fenced area located on the northern half of Parking Lot A between the hours of 7 a.m. and 5 p.m. This work will include the following:

- 1) Mock-up of lightweight cellular concrete involving small amounts of pavement demolition, dewatering, excavation, placing of LCC fill, utilities and paving. Construction vehicles will be routed to minimize congestion on both Third Street and Terry Francois Boulevard, and truck movements in and out of the site will be controlled with flaggers as needed to ensure safety.
- 2) Field testing of ground improvements needed to mitigate liquefaction (settlement of the ground during strong earthquakes). This work includes installing wick drains, installing stone columns, and performing Rapid Impact Compaction (RIC) - which involves pounding the ground with a track-mounted compactor. Vibration and noise will range from very low to moderate construction levels during this work which is estimated to occur around mid-November to mid-December, excluding holidays.
- 3) Indicator piles which consists of driving steel H piles to bedrock (approximately 250 feet). Due to the depth, piles will be driven using a diesel hammer which is a similar method used for other projects adjacent to Parking Lot A. Pile driving will occur over a four to six week period beginning as early as mid-December, will operate between the hours of 8 a.m. and 5 p.m., and will be limited to weekdays and non-holidays.

A noise and vibration consultant is working closely with the project team to identify methods to mitigate, monitor, and manage sound and vibration. This includes the use of monitoring instruments to measure noise and vibration impacts. The Mission Rock team will continue to update and work closely with neighbors and neighborhood stakeholders throughout construction and **may be contacted via email: info@missionrock.com or through the Construction Hotline: (415) 972-1744.**

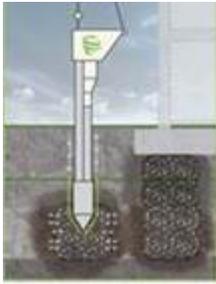
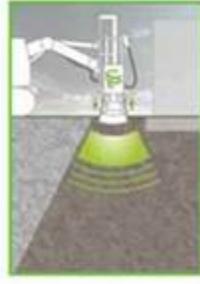


Figure 1 – Typical Stone Column Equipment



RIC Treatment Profile



RIC Tool



RIC Impact Locations



Indicator piles

An Additional Update: Terry Francois Boulevard (TFB)

The Mission Rock team recently completed realignment work along Terry Francois Boulevard near Pier 48 and Pier 50. This work reduced the number of traffic lanes, restriped the section of TFB north of Mission Rock Street, and created a barrier between traffic and pedestrians and bikes - making a safer and more comfortable pedestrian and bicycle connection in that area. This work also allows Mission Rock construction vehicles to minimize the need to use adjacent streets for staging and pave the way for future activity at the Pier 48 ½ interim ferry landing.

-The Mission Rock Team