



SAN FRANCISCO PLANNING DEPARTMENT

Date: November 10, 2014
Case No.: **2014.1441E**
Project Title: **Event Center and Mixed-Use Development
at Mission Bay Blocks 29-32**
Zoning: MB-RA; Design for Development for the Mission Bay South Project Area
Height Zone 5
Block/Lot: Mission Bay South Redevelopment Plan Blocks 29-32; Assessor's Block
8722, Lots 001 and 008
Lot Size: Mission Bay Blocks 29-32: Approximately 11 acres

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On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. SB 743 adds Chapter 2.7 to the Public Resources Code, entitled "Modernization of Transportation Analysis for Transit-Oriented Infill Projects." Senate Bill 743 (Section 21099(d)(1)) provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." This means that, effective January 1, 2014, aesthetics and parking will no longer be considered in determining if a project has the potential to result in significant environmental effects provided a project meets all of the following three criteria (Attachment A sets forth the definitions of the terms below):

- a) The project is residential, mixed-use residential, or an employment center;
and
- b) The project is on an infill site; and
- c) The project is in a transit priority area.

Project 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 approximately 11-acre site (Blocks 29 to 32) within the Mission Bay 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.

SUMMARY OF PROPOSED PROJECT FACILITIES AT PROJECT SITE

Project Component	Characteristic
Event Center Basketball Seating Capacity	18,064 seats
Size	Total GSF
Event Center	750,000
Golden State Warriors Office Space	25,000
Office Space	580,000
Retail Space	125,000
Parking and Loading	<u>475,000</u>
Total Building Area	1,955,000 GSF

SOURCE: Manica Architecture, 2014

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Transit-Oriented Infill Project Criteria Checklist (The project must meet all three criteria below to not consider aesthetics and parking as part of environmental review)	
<input checked="" type="checkbox"/>	<p>Does the project consist of residential, mixed-use residential, or “employment center”¹ uses?</p> <p>The proposed project at Mission Bay Blocks 29-32 consists of “employment center” uses. The project site is located within zoning districts that are zoned to allow commercial uses with a floor area ratio (FAR) of no less than 0.75 as detailed below. Therefore, the proposed project meets the first criteria of the project consisting of residential, mixed-use residential, or “employment center” uses.</p> <p>MB Blocks 29-32: Located within the Mission Bay South Plan, Section 302.4 of the South Plan assigns a land use designation of Commercial Industrial (Mixed Use including Neighborhood-Serving Retail) to the project site.</p> <p>FAR Ratio: Gross Square Feet (GSF), excluding parking: 1,480,000 Net lot area: 522,284 sq.ft. FAR: 2.8</p>
<input checked="" type="checkbox"/>	<p>Is the proposed project located on an “infill site”²?</p> <p>Before 1998, Mission Bay was characterized by low-intensity industrial development and vacant land. Since adoption of the North and South Plans in 1998, Mission Bay has undergone redevelopment into a mixture of residential, commercial (light industrial, research and development, labs and offices), and educational/institutional uses and open space.</p> <p>The approximate 11-acre project site encompasses Blocks 29, 30, 31 and 32 within the Mission Bay South Redevelopment Plan Area. The project site consists of the majority of Assessor’s Block 8722, Lot 001, and all of Assessor’s Block 8722, Lot 008. The project site is bounded by South Street on the north, Third Street on the west, 16th Street on the south, and roughly by the future planned realigned Terry A. Francois Boulevard on the east.</p> <p>At the time of preparation of the Mission Bay FSEIR, several buildings and facilities were located and operating on the project site. These buildings and structures were subsequently removed, and the project site has been subject to grading, some excavation, and construction of paved surface parking lots, fencing and associated utilities on portions of the site.</p> <p>The City has designated the Mission Bay South Redevelopment Plan Area as a Priority Development Area (PDA). The project site is also located in the southeast corner of the City’s South of Market neighborhood, and just north of the City’s Potrero Hill and Dogpatch neighborhoods.</p>

¹ See **Attachment A** for definitions.

² Ibid.

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	<p>The site is relatively level, with the majority of the ground surface elevations ranging between approximately -1 feet to +3 feet San Francisco City Datum (SFD), roughly equivalent to 6½ to 10½ feet above mean sea level. Paved surface metered parking facilities currently operate in the west and north portions of the site. Lots E, accessed from 16th Street, contains 289 parking spaces; and Lot B, accessed from South Street, contains 316 parking spaces, for a total of 605 parking spaces. These parking facilities contain night lighting.</p> <p>Based on the past history detailed above, the MB Block 29-32 project site meets the definition of an “infill site” for lots located within an urban area that has been previously developed.</p>
<input checked="" type="checkbox"/>	<p>Is the proposed project site located within a “transit priority area”³?</p> <p>Transit Priority Map: See Attachment B</p> <p>Muni Metro Line Stops:</p> <p>Third Street/Mission Rock Street</p> <p>UCSF/Mission Bay (Third Street between South and 16th Streets)</p> <p>Third Street/Mariposa Street</p> <p>Muni Bus Line Stops:</p> <p>22 Fillmore: Tennessee St./18th St.; Minnesota St./18th St.; Third St./18th St.</p> <p>10 Townsend: Connecticut St./17th St.</p>

³ Ibid.

ATTACHMENT A
DEFINITION OF TERMS IN SB 743

Employment center project means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

Floor area ratio means the ratio of gross building area of the development, excluding structured parking areas, proposed for the project divided by the net lot area.

Gross building area means the sum of all finished areas of all floors of a building included within the outside faces of its exterior walls.

Infill opportunity zone means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Infill site means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

Lot means all parcels utilized by the project.

Major transit stop is defined in Section 21064.3 of the *California Public Resources Code* as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Net lot area means the area of a lot, excluding publicly dedicated land and private streets that meet local standards, and other public use areas as determined by the local land use authority.

Transit priority area means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

ATTACHMENT B
MAJOR TRANSIT STOPS

Transit Priority Map

