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FINAL

MISSION BAY SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT • SAN FRANCISCO REDEVELOPMENT AGENCY

PLANNING DEPARTMENT FILE NO. 96.771E

SAN FRANCISCO REDEVELOPMENT AGENCY CASE NO. ER 919-97

STATE CLEARINGHOUSE NO. 97092068

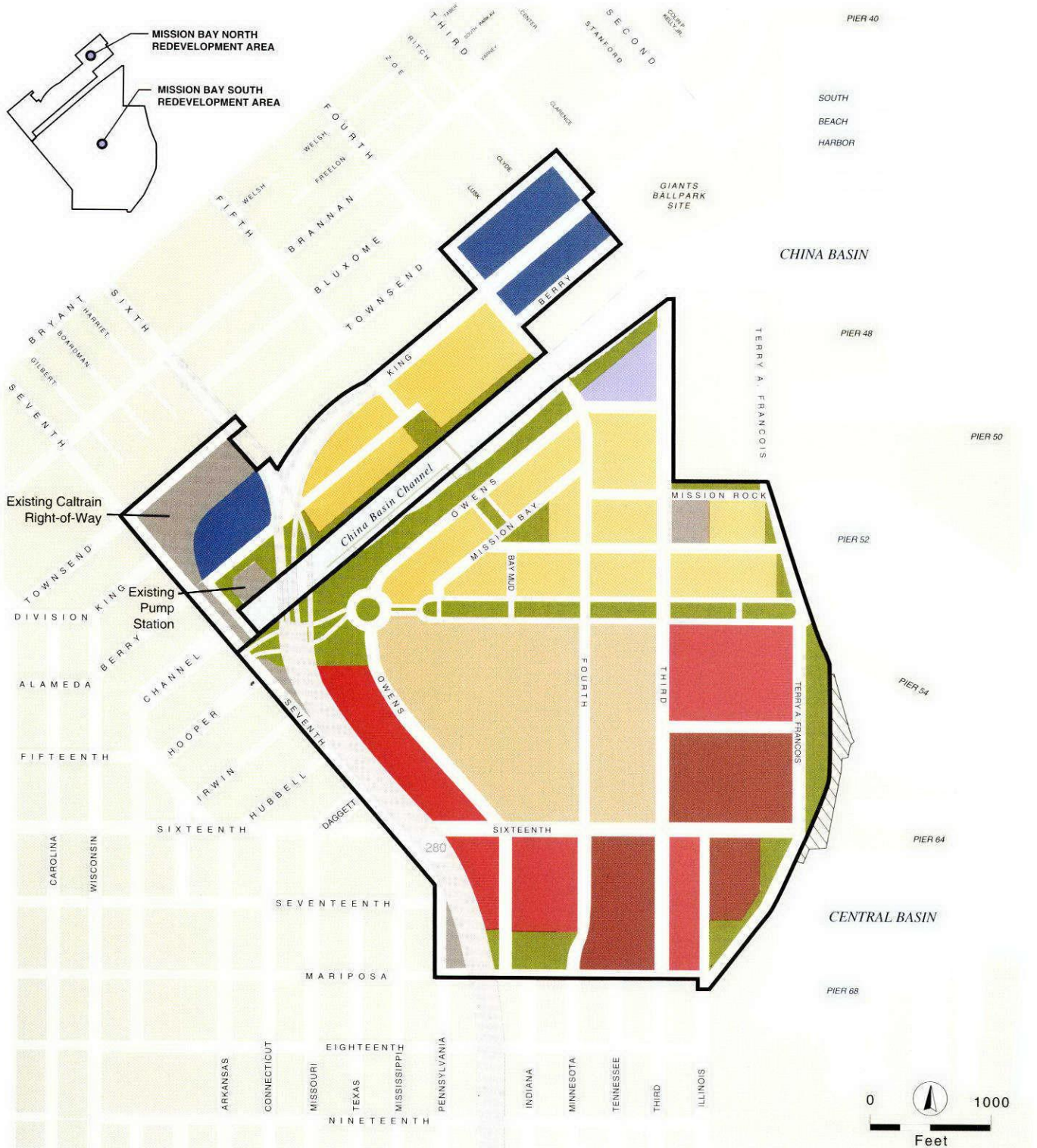
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FINAL SEIR CERTIFICATION DATE: SEPTEMBER 17, 1998

VOLUME I:
PROJECT DESCRIPTION, SETTING, AND IMPACT ANALYSIS





SOURCE: San Francisco Redevelopment Agency

- | | | |
|--|---|---|
| COMMERCIAL INDUSTRIAL | MISSION BAY OPEN SPACE
(allows recreation-serving retail building east of Terry A. Francois Blvd.) | ADDITIONAL BAYFRONT OPEN SPACE
(PORT PROPERTY) |
| COMMERCIAL INDUSTRIAL / RETAIL | HOTEL | MISSION BAY PUBLIC FACILITIES |
| MISSION BAY NORTH RETAIL | UCSF (includes City school site) | PROPOSED BOUNDARIES OF
MISSION BAY REDEVELOPMENT AREAS |
| MISSION BAY RESIDENTIAL | | |



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February 25, 1999

**RE: FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT,
MISSION BAY PROJECT**
Planning Department Case File 96.771E, SFRA Case No. ER 919-97

To Whom It May Concern:

Enclosed is the four-volume Final Subsequent Environmental Impact Report for the Mission Bay Project. You are receiving this Final SEIR because you requested it or because you have been involved in the approval process (e.g., as a Responsible Agency).

This Final SEIR includes both the responses to comments received during the public comment period and revisions to the Draft SEIR text due to public comments and staff-initiated changes. This four-volume set replaces the three-volume Draft SEIR and Summary of Comments and Responses volume you may already have. You may dispose of the Draft SEIR and prior Summary of Comments and Responses volume, since all of the information presented in them is presented in the Final SEIR. There is no need to re-read the Final SEIR, if you have already reviewed the Summary of Comments and Responses and the Draft SEIR. The Final SEIR should be used for future reference when considering specific development proposals within the Mission Bay Redevelopment Areas.

As part of the project approval process, the San Francisco Redevelopment Agency, Planning Commission, and Board of Supervisors adopted changes in the project collectively referred to in the prior Summary of Comments and Responses volume as the "Combination of Project Features and Variants Currently under Consideration by the Project Sponsors." These are shown on the map in the inside front cover of each Final SEIR volume as the "Combination of Project Features and Variants as Adopted."

For further information concerning the environmental review of the Mission Bay project, contact Paul Deutsch at the Office of Environmental Review at 558-6383. For further information concerning the Mission Bay project and process, contact David Prowler of the Mayor's Office at 554-7940.

Office of Environmental Review

FINAL

MISSION BAY SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

City and County of San Francisco Planning Department ♦ San Francisco Redevelopment Agency

Planning Department File No. 96.771E

San Francisco Redevelopment Agency Case No. ER 919-97

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Draft SEIR Publication Date: April 11, 1998

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VOLUME I PROJECT DESCRIPTION, SETTING, AND IMPACT ANALYSIS

- Indicates material that is new or has been revised since publication of the Draft SEIR.

This report has been prepared on post-consumer recycled paper.

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Subsequent Environmental Impact Report
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● CERTIFICATION MOTIONS

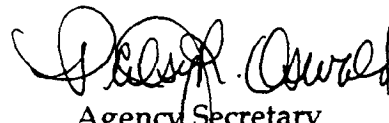
CERTIFICATE OF RECORDING OFFICER

The undersigned hereby certifies that:

1. She is the duly qualified and acting Secretary of the Redevelopment Agency of the City and County of San Francisco, hereinafter called the "Local Public Agency", and the custodian of the records of the Local Public Agency including the minutes of the proceedings of the Local Public Agency, hereinafter call the "Governing Body", and is duly authorized to execute this certificate.
2. Attached hereto is a true and correct copy of Resolution Nos. 182-98 through and including 196-98, including the WHEREAS clauses (Basis for Resolution), adopted at a Special meeting of the Governing Body held on September 17, 1998.
3. Said resolutions have been duly recorded in the minutes of said meeting and are now in full force and effect.
4. Said meeting was duly convened and held in all respects in accordance with law and the bylaws of the Local Public Agency. To the extent required by law, or said bylaws, due and proper notice of said meeting was given. A legal quorum of Members of the Governing Body were present throughout said meeting and a legally sufficient number of Members of the Governing Body voted in the proper manner for the adoption of said resolutions. All other requirements and proceedings under law, said bylaws, or otherwise, incident to the proper adoption of said resolution, including any publication if required by law, have been duly fulfilled, carried out, and otherwise observed.
5. The seal that appears below constitutes the official seal of the Local Public Agency and was duly affixed by the undersigned at the time this certificate was signed.

IN WITNESS WHEREOF, the undersigned has hereunto set her hand this 21st day of September 1998.




Agency Secretary

RESOLUTION NO. 182-98
(Adopted September 17, 1998)

**CERTIFICATION OF A FINAL SUBSEQUENT
ENVIRONMENTAL IMPACT REPORT FOR THE
PROPOSED MISSION BAY NORTH AND MISSION
BAY SOUTH REDEVELOPMENT PLANS AND
IMPLEMENTING ACTIONS REGARDING AN
AREA BOUNDED GENERALLY BY TOWNSEND,
THIRD AND SEVENTH STREETS, TERRY FRANCOIS
BOULEVARD AND MARIPOSA STREET, BUT
EXCLUDING CHINA BASIN CHANNEL**

BASIS OF RESOLUTION

1. The San Francisco Redevelopment Agency (the "Agency") and the Planning Department (the "Department"), together acting as co-lead agencies for conducting this environmental review, fulfilled all procedural, format and content requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.* ("CEQA")), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.* ("CEQA Guidelines")), Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"), and the Agency's Resolution No. 59-77, adopted March 8, 1977 (the "Resolution"), to wit:

a. The Agency and the Department determined that an environmental impact report was required and provided public notice of that determination by publication in a newspaper of general circulation on September 20, 1997.

b. On April 11, 1998, the Department published the Draft Subsequent Environmental Impact Report (the "DSEIR") and provided public notice in a newspaper of general circulation of the availability of the DSEIR for public review and comment and of the date and time of the Redevelopment Agency Commission and the City Planning Commission joint public hearing on the DSEIR; the notice was mailed to the Agency's list of persons requesting such notice.

c. On April 11, 1998, copies of the DSEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DSEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.

d. A Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on April 9, 1998.

2. The Agency Commission and the Planning Commission held a duly advertised public hearing on said DSEIR on May 12, 1998 at which opportunity for public comment was given, public comment was received on the DSEIR and the public hearing was closed. The period for acceptance of written comments ended on June 9, 1998.

3. The Agency and the Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 59-day public review period for the DSEIR, prepared revisions to the text of the DSEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DSEIR. This material was presented in a "Draft Summary of Comments and Responses," published on September 3, 1998, was distributed to the Commission and to all persons who commented on the DSEIR, and was available to others upon request at Department offices.

4. A Final Subsequent Environmental Impact Report (the "FSEIR") has been prepared by the Agency and the Department, consisting of the DSEIR, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses, all as required by law.

5. The Project and Subsequent Environmental Impact Report files have been made available for review by the Agency Commission, the Planning Commission and the public, and these files are part of the record before the Agency Commission and the Planning Commission.

RESOLUTION

ACCORDINGLY, IT IS HEREBY RESOLVED by the Agency Commission, after consideration, that:

The Agency Commission makes the following findings:

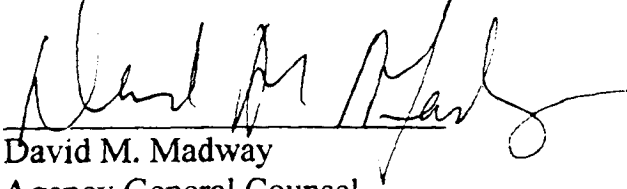
1. The Agency Commission reviewed and considered the FSEIR and hereby does find that the contents of said report and the procedures through which the FSEIR was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines, Chapter 31 and the Resolution.

2. The Agency Commission hereby does hereby find that the FSEIR concerning File No. 96.176E reflects the independent judgment and analysis of the Agency Commission, is adequate, accurate and objective and that the Summary of Comments and Responses contains no significant revisions to the DSEIR, and hereby does CERTIFY THE COMPLETION of said FSEIR in compliance with CEQA and the CEQA Guidelines.

3. The Agency Commission in certifying the completion of the FSEIR does hereby find that the project described in the FSEIR and the project proposed for adoption, consisting of the project described in the Project Description plus Variants 1, 2, 3A and 5, as described in the Project Description and Combination of Variants Chapters of the FSEIR, would have the following unavoidable significant impacts:

- a. project and cumulative traffic intersection impacts, primarily affecting intersections at or near I-280 and I-80 in the South of Market area;
- b. contribution to cumulative bridge and bridge on-ramp impacts (lengthening of peak congestion);
- c. project and cumulative regional air quality impacts from increased vehicular emissions (exceedance of BAAQMD significance thresholds for reactive organic gases and oxides of nitrogen, which are ozone precursors, and for particulate matter);
- d. unknown, but potentially significant risks from toxic air contaminants from mobile sources, from individual stationary sources, from the combined risk due to emissions from multiple facilities, and from cumulative risks;
- e. contribution to cumulative hazardous waste generation and disposal impacts;
- f. cumulative water quality impacts (although the project's contribution to cumulative water quality impacts could be reduced to less than significant levels if mitigation measures are imposed).

APPROVED AS TO FORM


David M. Madway
Agency General Counsel

File No.: 96.771E
Mission Bay North Redevelopment Plan
Mission Bay South Redevelopment Plan

SAN FRANCISCO
CITY PLANNING COMMISSION

MOTION NO. 14696

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR MISSION BAY NORTH AND MISSION BAY SOUTH REDEVELOPMENT PLANS AND VARIOUS OTHER ACTIONS NECESSARY TO IMPLEMENT SUCH PLANS.

MOVED, That the San Francisco City Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Subsequent Environmental Impact Report identified as case file No. 96.771E, for the Mission Bay North and Mission Bay South Redevelopment Plans and various other related implementing actions (hereinafter "Project") based upon the following findings:

1) The City and County of San Francisco, acting through the Department of City Planning (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et seq., (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

a. The Department determined that an EIR was required and provided public notice of that determination by publication in a newspaper of general circulation on September 20, 1997.

b. On April 11, 1998, the Department published the Draft Subsequent Environmental Impact Report (hereinafter "DSEIR") and provided public notice in a newspaper of general circulation of the availability of the DSEIR for public review and comment and of the date and time of the City Planning Commission public hearing on the DSEIR; this notice was mailed to the Department's list of persons requesting such notice.

c. On April 11, 1998 copies of the DSEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DSEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.

d. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on April 9, 1998.

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- 2) The Commission held a duly advertised public hearing on said Draft Subsequent Environmental Impact Report on May 12, 1998 at which opportunity for public comment was given, and public comment was received on the DSEIR. The period for acceptance of written comments ended on June 9, 1998.
- 3) The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 59-day public review period for the DSEIR, prepared revisions to the text of the DSEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DSEIR. This material was presented in a "Draft Summary of Comments and Responses," published on September 3, 1998, was distributed to the Commission and to all parties who commented on the DSEIR, and was available to others upon request at Department offices.
- 4) A Final Subsequent Environmental Impact Report ("FSEIR") has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses all as required by law.
- 5) Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department offices at 1660 Mission Street, and are part of the record before the Commission.
- 6) On September 17, 1998, the Commission reviewed and considered the FSEIR and finds that the contents of said report and the procedures through which the FSEIR was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31.
- 7) The City Planning Commission hereby does find that the FSEIR concerning File No. 96.771E: Mission Bay Redevelopment Plans reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Summary of Comments and Responses contains no significant revisions to the DSEIR, and hereby does CERTIFY THE COMPLETION of said Final Subsequent Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.
- 8) The Commission, in certifying the completion of said Final Subsequent Environmental Impact Report, hereby does find that the project described in the FSEIR, and the project proposed for adoption, consisting of the project described in the Project Description plus Variants 1, 2, 3A and 5, as described in the Project Description and Combination of Variants Chapters of the FSEIR, would have the following unavoidable significant environmental impacts, which could not be mitigated to a level of nonsignificance:
 - a. project and cumulative traffic intersection impacts, primarily affecting intersections at or near I-280 and I-80 in the South of Market area;

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- b. contribution to cumulative bridge and bridge on-ramp impacts (lengthening of peak congestion);
- c. project and cumulative regional air quality impacts from increased vehicular emissions (exceedance of BAAQMD significance thresholds for reactive organic gases and oxides of nitrogen, which are ozone precursors, and for particulate matter);
- d. unknown, but potentially significant risks from toxic air contaminants from mobile sources, from individual stationary sources, from the combined risk due to emissions from multiple facilities, and from cumulative risks;
- e. contribution to cumulative hazardous waste generation and disposal impacts.
- f. cumulative water quality impacts (although the project's contribution to cumulative water quality impacts could be reduced to less than significant levels if mitigation measures are imposed).

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission at its regular meeting of September 17, 1998.

Linda Avery
Commission Secretary

AYES: Commissioners Antenore, Chinchilla, Hills, Joe, Martin, Mills

NOES: None

ABSENT: Theoharis

ADOPTED: September 17, 1998

I. PREFACE

This is a Subsequent Environmental Impact Report (SEIR) for the newly proposed Mission Bay project in San Francisco (Planning Department File No. 96.771E; SFRA Case No. ER 919-97), as required by the California Environmental Quality Act (CEQA). A previous Environmental Impact Report (Planning Department File No. 86.505E, State Clearinghouse No. 86070113, certified August 23, 1990) (1990 FEIR) was prepared for a prior development program that was ultimately adopted as the Mission Bay Plan, an Area Plan of the *San Francisco General Plan*, with implementing zoning. Development under the Mission Bay Plan and zoning was never realized and a different development program is now proposed, covering a somewhat different area.

The new project would be implemented primarily through establishment of two Redevelopment Areas and adoption of two Redevelopment Plans for the 303-acre area. Whereas the previous plan for Mission Bay emphasized office and housing uses, with lesser amounts of commercial/light industrial, retail, and hotel space, the newly proposed plan emphasizes housing, commercial development (light industrial/research and development/ office), and educational/institutional uses (a major new University of California San Francisco site), with retail/entertainment and hotel space. Configuration of the proposed uses, open space/public facilities, and street pattern would also differ substantially from the previous plan. Chapter III presents the project description in detail, and Chapter IV addresses pertinent background information and presents the SEIR analysis approach.

Because the changes proposed for development of the Mission Bay area are substantial and could involve new or more severe significant environmental effects than those analyzed in the 1990 FEIR, this SEIR has been prepared pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Section 15162, which discuss when a Subsequent EIR is necessary.^{1/} Information in the 1990 FEIR that is still accurate and relevant is incorporated by reference and summarized in this SEIR. This SEIR is intended to provide a clear understanding of the currently proposed project, its potential environmental impacts, possible mitigation measures, and other CEQA requirements, without the need for frequent reference to the original 1990 FEIR.

In addition, this SEIR is a "program" EIR pursuant to State CEQA Guidelines Section 15168, and a "redevelopment plan" EIR pursuant to CEQA Section 21090 and State CEQA Guidelines Section 15180. A program EIR is an EIR prepared for a series of actions that can be characterized as one large project, related, in this case, geographically; as logical parts in a chain of contemplated actions;

and in connection with issuance of rules, regulations, plans, and other general criteria to govern the conduct of a continuing program. Under CEQA, all public and private activities and undertakings pursuant to, or in furtherance of, a redevelopment plan shall be deemed to be a single project. A redevelopment plan EIR is, therefore, a program EIR.

This SEIR also discusses all the mitigation measures proposed in the 1990 FEIR and their current status or disposition. Many of the measures are no longer relevant, because changes in the project have avoided or changed the potential impact that led to the proposed mitigation, or because conditions have changed so that the mitigation measure is obsolete. Other mitigation measures may still be relevant but may or may not currently be proposed as part of the new project. Still other previously identified mitigation measures fall into the category of "improvement measures," measures that are not necessary to reduce or avoid significant impacts as defined by CEQA Section 21151(b) and State CEQA Guidelines Section 15382 but were listed in the 1990 FEIR as mitigation measures. These improvement measures should be considered as project enhancements that were intended to avoid less-than-significant effects. This SEIR complies with CEQA's mandate to identify significant impacts and mitigation measures and generally does not propose measures that address less-than-significant impacts. Decision-makers may consider improvement measures separately when considering approval of the proposed project.

This SEIR is organized as follows: following this Preface, Chapter II, Summary, briefly describes the project and its potential significant impacts, mitigation measures, alternatives, and areas of controversy. Chapter III, Project Description, presents the proposed development program, including implementation, and approval mechanisms and processes. Chapter III also identifies the project sponsors and their objectives.

The analyses and conclusions of this SEIR are presented in Chapters IV through IX. Chapter IV, Background and SEIR Study Approach, summarizes important technical and organizational features of the environmental analysis, and the relationship of the currently proposed project to the previously approved project. Chapter V describes the existing environmental setting and identifies the potential environmental impacts the project could cause, organized by topic. Chapter V also describes, where appropriate, the approach, assumptions, and methodology that were used to identify potential impacts. Chapter VI presents mitigation measures designed to reduce or eliminate the potential significant environmental impacts identified in Chapter V. Chapter VII presents and analyzes four variants to the project. Chapter VIII describes and analyzes three alternatives to the project, focusing on alternatives that could avoid or substantially lessen identified significant impacts. Chapter IX contains CEQA statutory discussions including a list of the significant, unmitigable impacts that could not be avoided

if the project is implemented, and discusses any significant irreversible environmental changes that could result from the project.

Chapter X contains a list of SEIR preparers and those consulted in preparation of the SEIR, and Chapter XI contains the distribution list for the Draft SEIR. The Summary of Comments and Responses is presented in Chapter XII. Chapter XIII is an outline of the SEIR by chapter and section, and is followed by the Appendices for the SEIR.

NOTE: Preface

1. The California Resources Agency's guidelines for implementing CEQA are promulgated in the California Code of Regulations, Title 14, Sections 15000-15387, hereinafter referred to as the State CEQA Guidelines.

II. SUMMARY

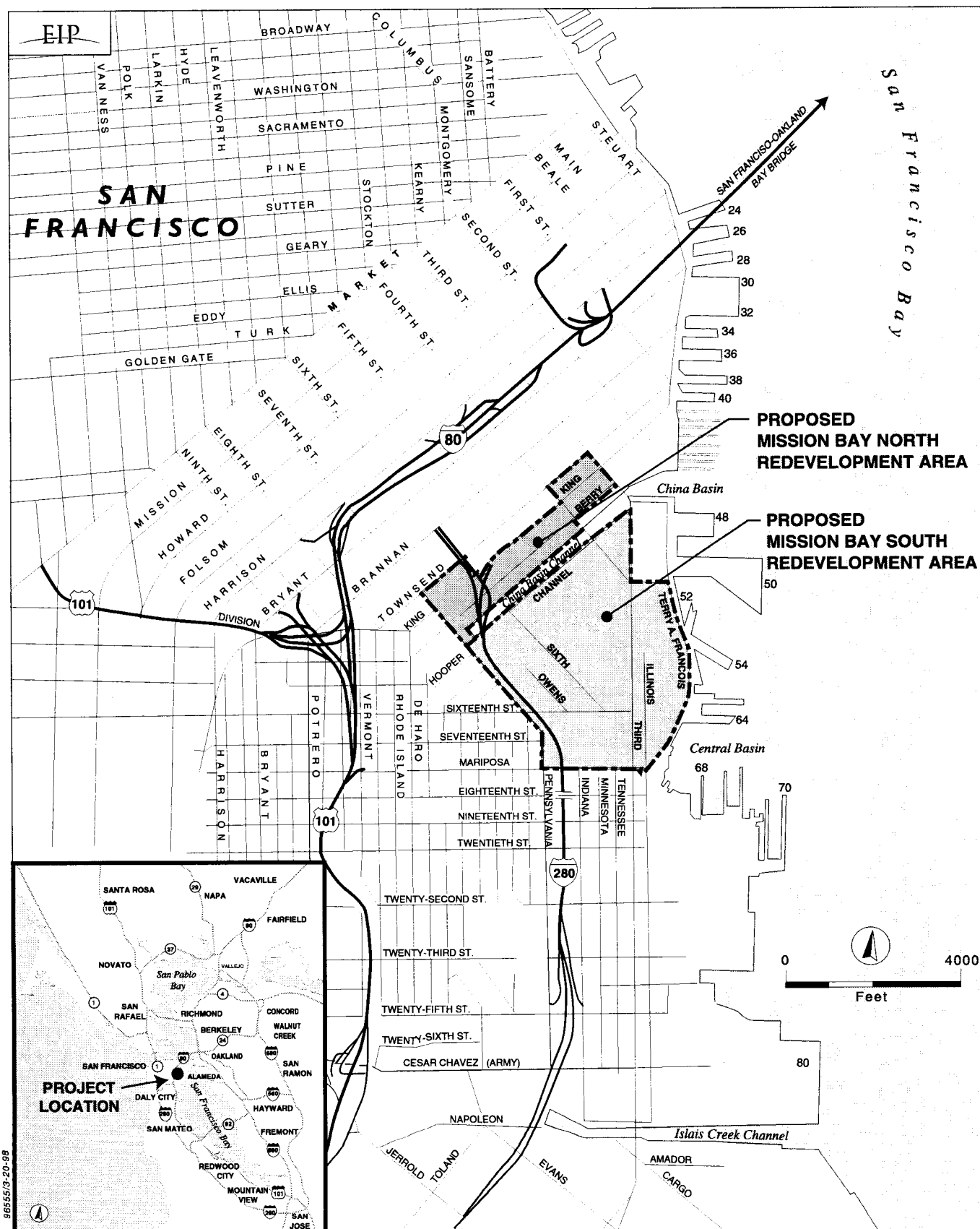
This Subsequent Environmental Impact Report (SEIR) evaluates the potential environmental effects of the newly proposed Mission Bay project in San Francisco. An Environmental Impact Report was prepared for a prior development program that was ultimately adopted in 1990 as the *Mission Bay Plan*, an Area Plan of the San Francisco General Plan, with implementing zoning. Development under the *Mission Bay Plan* and zoning was never realized and a different development program is now proposed.

A. PROJECT DESCRIPTION

PROJECT OVERVIEW

The proposed project consists of a new plan for the development of the Mission Bay Project Area (Project Area), which is approximately 303 acres in size and is located near the eastern shoreline of the City, about 1 mile south of the downtown financial district. The Project Area is generally south of Townsend Street, east of Seventh Street and Interstate 280, north of Mariposa Street, and west of Terry A. François Boulevard and Third Street, as shown in Figure II.1. The plan calls for mixed-use development, which would include about 1.5 million gross sq. ft. of retail space; a 43-acre new University of California San Francisco (UCSF) site containing 2.65 million gross sq. ft. of instruction, research, and support space, and a site to be donated for a public school; a mix of 5,557,000 gross sq. ft. of research and development, light manufacturing, and office space surrounding the UCSF site to its west, south, and east; a 500-room hotel between Third and Fourth Streets south of China Basin Channel; police and fire stations; off-street parking accessory to most uses and about 47 acres of open space (including 8 acres within the UCSF site). Approximately 6,090 residential units would be located on the north and south sides of China Basin Channel, including a mix of market-rate and affordable units, both for rental and for sale.

To implement the plan, two Redevelopment Plans would be adopted: Mission Bay North and Mission Bay South. The Redevelopment Areas would be divided by China Basin Channel. Development under each Plan would also be governed by its own Design for Development document, which would essentially constitute the specific land use controls and design standards. The *San Francisco General Plan*, the *Waterfront Land Use Plan*, and the San Francisco Planning Code and Zoning Map would be amended to conform with the proposed Redevelopment Plans; the *Mission Bay Plan*, Part II of the



SOURCE: EIP Associates

MISSION BAY SUBSEQUENT EIR
FIGURE II.1 PROJECT LOCATION

Central Waterfront Area Plan, would be rescinded. Numerous other approvals would be required by various City, regional and state agencies, as listed in Section III.C, Project Description, "Approvals Required."

Figure II.1 shows the location of the Mission Bay Project Area within San Francisco, and the boundaries of the proposed Mission Bay North Redevelopment Area (Mission Bay North) and Mission Bay South Redevelopment Area (Mission Bay South), which comprise the Project Area. The inset shows the location of Mission Bay within the Bay Area. See Table II.1 for a summary of project land uses. A map of the proposed land use development program by Redevelopment Plan land use designations is provided on the inside of the back cover of this document, and also in Figure III.B.3./1/

The project sponsors are the San Francisco Redevelopment Agency (Redevelopment Agency) and Catellus Development Corporation (Catellus). Catellus owns the majority of property within the Project Area, and is therefore a major participant in the proposed project. The public/private cooperative effort has several fundamental purposes, including: provision of substantial new housing, including affordable housing, and revitalization of the Project Area, which is currently industrial, commercial, or vacant, and is generally underutilized. Retaining and supporting the new UCSF site and biotechnology and other related development is also a primary objective. The project sponsors expect that the presence of the UCSF site with its research, instruction, and support activities would be attractive to firms involved in research and development activities, such as biotechnology firms.

The project would include expansion and/or improvement of infrastructure in the Project Area, including: a revised transportation network, new east-west streets, extension of Owens Street north and east to connect to Third Street, re-alignment and extension of Fourth Street south to Mariposa Street; expansion of the high- and low-pressure water systems; expansion of the combined sewer system and creation of a separated storm-only and sewage-only system for the central part of Mission Bay South; re-alignment of railroad tracks currently providing access to Pier 80; improvement of at-grade rail crossings connecting Seventh Street to the Project Area at Berry Street north of the Channel, and at North and South Common Streets south of the Channel; and a pedestrian bridge across the Channel. Caltrain tracks and the Channel Street Pump Station, at the southwestern end of China Basin Channel, would remain in place. Although not part of the planned project, the MUNI Third Street light rail extension would be located along Fourth and Third Streets with station platforms in the Third Street median at Mission Rock, South, and Mariposa Streets.

There are eight proposed height zones for the Project Area, which specify maximum building height by percentage of developable area (excluding ancillary mechanical devices and exhaust stacks on rooftops). Very generally, prevailing building heights would be about 65 to 90 or 120 feet tall, with

TABLE II.1
PROPOSED MISSION BAY DEVELOPMENT BY REDEVELOPMENT PLAN LAND USE DESIGNATIONS/a/

Land Use Designation	Mission Bay North Redevelopment Area	Mission Bay South Redevelopment Area	Grand Total/b/
Mission Bay Residential			
Dwelling Units/c/	1,920	3,090 /b/	5,010
Neighborhood-serving Retail (gross sq. ft.)	56,000	111,000	167,000
Mission Bay North Retail			
Entertainment-oriented Commercial (gross sq. ft.)	389,000	0	389,000
City-serving Retail (gross sq. ft.)	222,000	0	222,000
Dwelling Units /c/	1,080	0	1,080
Hotel			
Hotel (rooms)	0	500	500
Entertainment-oriented Commercial (gross sq. ft.)	0	56,000	56,000
UCSF Site/d/			
UCSF uses (gross sq. ft.)	0	2,650,000	2,650,000
City School Site (acres)	0	2.2	2.2
Open Space (acres)	0	8	8
Commercial Industrial			
Commercial Industrial (gross sq. ft.)	0	4,163,000	4,163,000
Neighborhood-serving Retail (gross sq. ft.)	0	58,400	58,400
Commercial Industrial / Retail			
Commercial Industrial (gross sq. ft.)		1,394,000	1,394,000
Neighborhood-serving Retail (gross sq. ft.)		31,600	31,600
City-serving Retail (gross sq. ft.)		23,000	23,000
Mission Bay South Retail			
City-serving Retail (gross sq. ft.)	0	560,000 /b/	560,000
Public Facilities (acres, excluding City school site)	1.5 /e/	1.5	3.0
Public Open Space (acres, excluding UCSF)	6	33	39

Notes:

- The locations of the proposed land use designations are shown in Figure III.B.2 and on the inside of the back cover of this document. Parking is not included in the gross square feet totals given for each land use. Maximum parking requirements are outlined in this section under "Parking" and are discussed in Section V.E, Transportation.
- The conceptual agreements between the City and Catellus do not cover portions of the proposed Redevelopment Areas not owned by Catellus. The components of the proposed development program summarized in the Grand Total that are not on land owned by Catellus consist of 90 dwelling units along Third Street, 310,000 gross sq. ft. of city-serving retail on the Castle Metals site, and 250,000 gross sq. ft. of city-serving retail on the Esprit site.
- Of the approximately 3,000 dwelling units north of the Channel, 20% would be affordable units. Of the approximately 3,090 dwelling units south of the Channel, the Redevelopment Agency would select non-profit developers to build approximately 1,100 affordable units.
- Refer to Table III.B.3 for details on the UCSF development program.
- The existing Channel Pump Station, on 1.5 acres of city-owned land, is not proposed for development.

Source: Catellus Development Corporation and San Francisco Redevelopment Agency.

160-foot-tall buildings permitted in certain locations (see Figure III.B.5 and Table III.B.2 in Chapter III Project Description). Building heights would be more restricted adjacent to certain open spaces near the Bay and along the Channel.

Locations of new streets, intersection configurations, and similar aspects of the proposed street grid are described in “New Transportation Circulation Patterns in Mission Bay,” in Section V.E, Transportation: Impacts. For additional detail, see “Proposed Streets in Project Area” in Appendix D. San Francisco Municipal Railway routes would be extended or altered to serve the area, as described in Section V.E, Transportation: Impacts and shown on Figure V.E.10. Bicycle and pedestrian routes would extend the existing routes in San Francisco, as described in Section V.E, Transportation: Impacts and shown on Figure V.E.9.

B. ENVIRONMENTAL TOPICS

PLANS, POLICIES, AND PERMITS

The Plans, Policies, and Permits section discusses adoption of the Redevelopment Plans and related documents for Mission Bay South and Mission Bay North and their relationship to existing plans and policies. It also discusses federal, state, regional, and local approvals and permits that would be required.

The Redevelopment Plans for Mission Bay North and Mission Bay South present a general land use plan. The plans contain general policy objectives for development in the Project Area, and provide for the proposed new University of California San Francisco site to be located within Mission Bay South. Associated with these plans are Design for Development documents which contain specific standards for potential development.

- To maintain consistency between the Redevelopment Plans and San Francisco’s General Plan, the General Plan would be amended. The *1990 Mission Bay Plan* (Part II of the *Central Waterfront Area Plan*) would be rescinded and re-adopted as Mission Bay Guidelines for the parcels not covered by the Redevelopment Plans. Article 9 of the San Francisco Planning Code would be amended to apply to those parcels only.

The proposed project would include the construction of a new 43-acre site by UCSF, in the Mission Bay South Redevelopment Area. UCSF is constitutionally exempt from local planning and zoning controls whenever land under its control is used for educational purposes. However, UCSF has indicated it will cooperate with local governments to satisfy the mutual interests of local jurisdictions and UCSF.

There are a number of public agencies with some form of jurisdiction in the Project Area, in addition to the City, Port, and Redevelopment Agency. Included among these are the Bay Conservation and Development Commission (BCDC) which regulates land use within its jurisdiction as defined by the McAteer-Petris Act, the California Public Utilities Commission which approves new rail crossings and track removal, and the U.S. Coast Guard, which approves the bridging of navigable waterways and regulates the operation of drawbridges. These and other agencies are discussed in Section V.A, Plans, Policies, and Permits.

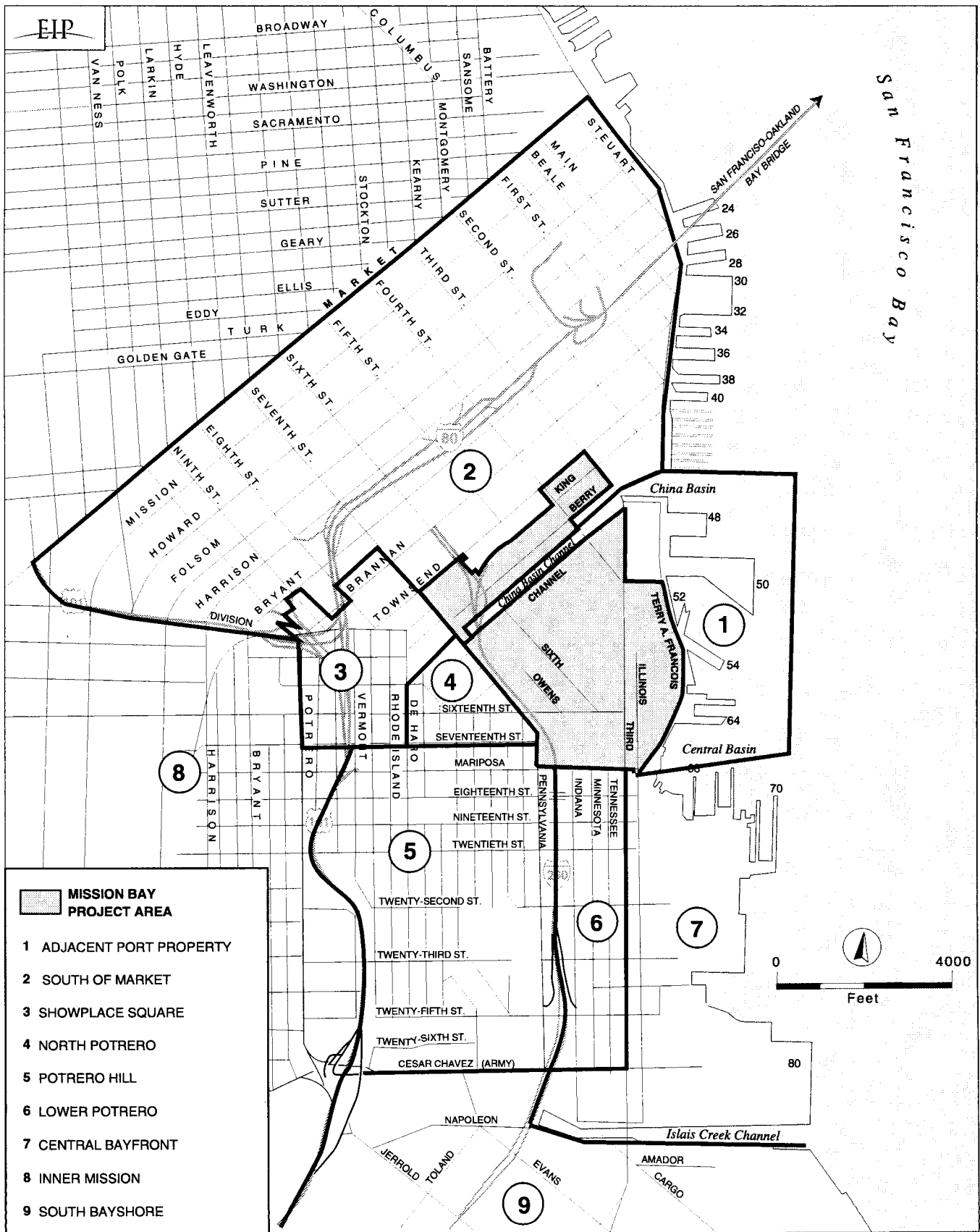
LAND USE

The land use section addresses land use compatibilities of project development both within the Project Area and for Nearby Areas (see Figure II.2). Through the course of project development, most existing buildings, primarily low-rise, warehouse or light industrial structures, would eventually be demolished. The Project Area would change from an underdeveloped industrial area with large swaths of vacant land, to a fully developed mixed use urban area, with about 30,000 employees and about 11,000 residents. The project would continue the trend that characterizes existing redevelopment areas to the north and northeast by redeveloping former industrial areas into residential and commercial neighborhoods. No significant impacts on land use from the project were identified; therefore, no mitigation measures have been identified.

BUSINESS ACTIVITY, EMPLOYMENT, HOUSING, AND POPULATION

This section describes the project's implications for business activity, employment, housing, and jobs in the Project Area, and identifies the effects on citywide and regional employment and development patterns. The impact analysis addresses changes in business activity, employment, housing, and population within the Project Area and San Francisco; San Francisco's jobs-housing balance; citywide housing market conditions; and development patterns and market conditions in Nearby Areas. These Nearby Areas include Adjacent Port Property; South of Market; Potrero Hill, North Potrero, and Showplace Square; Lower Potrero, Central Bayfront; Inner Mission; and South Bayshore.

The project would have no significant environmental effects on business activity, employment, housing, and population; therefore, no mitigation measures would be required. Impacts related to the activities of the new residents or employees, such as impacts on community facilities or the transportation system, are considered secondary physical effects under CEQA and are addressed in the corresponding sections of this SEIR.



MISSION BAY SUBSEQUENT EIR
FIGURE II.2 NEARBY AREAS

VISUAL QUALITY AND URBAN DESIGN (INCLUDING ARCHITECTURAL RESOURCES)

This section addresses the effects on visual quality, architectural resources, light and glare and urban design. Please refer to Appendix A, Initial Study, for discussion of pedestrian-level winds, shadows, and potential impacts on archaeological resources.

The Redevelopment Plan documents would include urban design standards and guidelines. They would establish major public open space corridors along China Basin Channel, the San Francisco Bay waterfront, and a new east-west linear park (The Common). They would limit building heights adjacent to open space areas near the Bay, and limit heights at the edge of the Project Area in the broad areas flanking the Channel. The Redevelopment Plan documents would establish height limits that are higher than existing limits throughout the Project Area, particularly near the Giants Ballpark, and generally direct the tallest buildings (160 feet tall) to be built along King, Third, Owens, and 16th Streets. This overall design approach would yield a high-density, urban streetscape. Proposed Redevelopment Plan land use controls would be used in conjunction with the proposed standards and guidelines to control the ultimate build-out and development of the Project Area.

Overall, views of the Project Area would change from a largely undeveloped, low-scale industrial area to a densely built urban environment, resulting in an overall change in visual character and scale of the area. Figure V.D.3 shows that most of the Project Area is visible from the residential area on Potrero Hill. Figure V.D.4 illustrates what the Project Area could look like after build-out. New development would reach up to 160 feet in height and would obstruct views from some locations of certain visual features, such as the downtown skyline, the Bay, the Bay Bridge, and the East Bay hills. Views most affected by the proposed development of Mission Bay would be from portions of Potrero Hill and I-280. Long-distance gateway views from viewpoints on I-280 (see Figure V.D.5), and views of some regional visual resources from some Potrero Hill locations would be greatly reduced or eliminated. The visual changes would not be considered significant because important views from public areas would not be substantially degraded or obstructed.

Closed Fire Station No. 30, the only notable architectural resource in the Mission Bay Project Area, would either be rehabilitated for use as a fire or police station or would be demolished. Since Fire Station No. 30 is considered potentially eligible for the National Register of Historic Places, demolition of the building or alterations that would preclude its eligibility would constitute a significant impact.

The project would have no significant visual impacts; therefore, no visual quality mitigation measures are identified. Regarding Fire Station No. 30, the proposed mitigation measure is to retain,

rehabilitate, and reuse the fire station. If the fire station were demolished, a partial mitigation would be to prepare a "Historical American Building Survey" recording of the structure through measurements, drawings, and photographs.

TRANSPORTATION

The transportation section analyzes the effects of the project in the context of the existing transportation conditions, and also places the project in its future context in an analysis of 2015 cumulative conditions. The assumptions used to prepare the 2015 cumulative analysis are based on an economic forecast of population and employment growth for the City as part of growth in the Bay Area region. This SEIR conservatively assumes that the project would be completely built out by 2015.

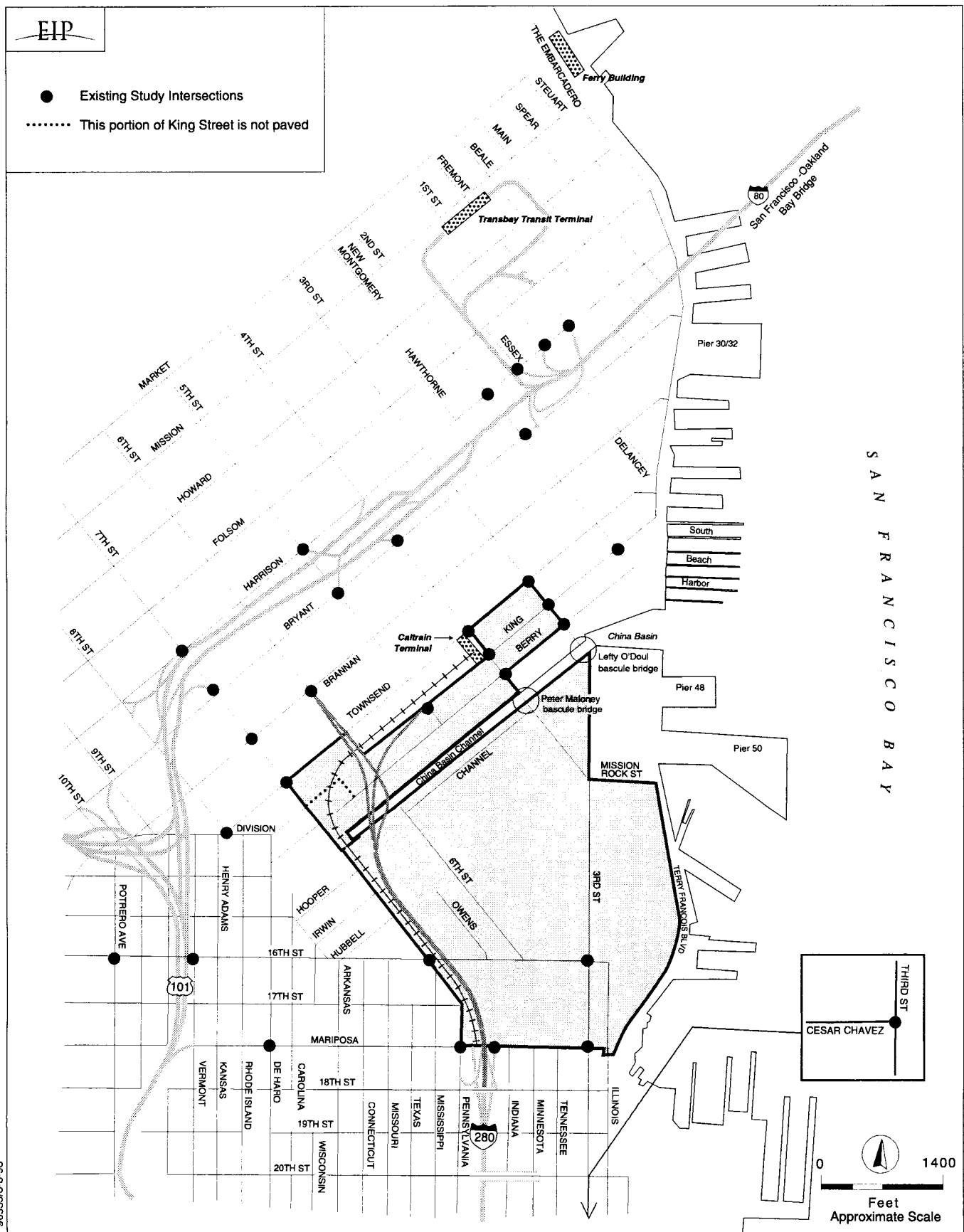
The transportation analysis considers proposed changes to the existing circulation patterns in the Project Area, including new streets (see Figure III.B.3 for the proposed street pattern); intersection reconfigurations, new traffic signals, and new bicycle routes. The analysis assumes that additional, planned San Francisco Municipal Railway transit service would be available.

Traffic

Traffic to and from the Mission Bay Project Area would add to existing congestion on freeways and bridges crossing boundaries between San Francisco and adjacent counties (these locations are regional analysis "screenlines" used to analyze effects on regional traffic conditions). Project traffic alone would not cause regional screenlines to exceed theoretical capacities when added to existing conditions; however, most would operate at or above 95% of their capacity during the afternoon peak hour (4:30 to 5:30 p.m.). Cumulative traffic in 2015, including that from the Project Area, would add more vehicles to the freeway system at the screenlines than could be handled during the peak hour, resulting in an expansion of the peak period from about 2½ hours under existing conditions to an estimated 3 hours with project traffic alone, and to substantially more than 3 hours with project and cumulative growth by 2015, a significant effect.

Intersections in and near the Project Area, including those leading to nearby freeway ramps, would be congested in the future with project and future cumulative traffic in 2015. A total of 41 intersections were analyzed, representative of those that are already congested and those that would be most affected by project traffic in the afternoon peak hour (see Figure II.3). Of these, Brannan at Seventh Street, Townsend at Seventh Street, and Townsend at Eighth Street would decline from existing level of service (LOS) D or better to LOS E or F as a result of project traffic alone, causing unacceptable

● Existing Study Intersections
 This portion of King Street is not paved



MISSION BAY SUBSEQUENT EIR

FIGURE II.3 TRANSPORTATION STUDY AREA: EXISTING

delays that are considered significant impacts. All three intersections could be mitigated to LOS D or better. Other intersections already operating at LOS E or F, especially those near freeway ramps, would continue to operate at unacceptable levels; project traffic alone would extend the time that they operate below LOS D. Some intersections may improve compared to existing conditions because of improvements such as signal timing changes, or reconfigurations such as a new signal proposed for Mariposa Street at the I-280 southbound on-ramp.

Cumulative traffic in 2015, including traffic from the project, would cause significant impacts because six additional intersections would decline from LOS D or better to LOS E or F: King at Third Street, Townsend at Third Street, Berry at Seventh Street, and Potrero Avenue at 16th Street would decline from LOS D to F; North Common Street and South Common Street at Seventh Street would decline from LOS D with the project to LOS E under cumulative conditions; and King at Fourth Street would decline from LOS C to E. Townsend at Eighth Street, and Brannan at Seventh Street would decline from LOS E to LOS F in 2015 under cumulative conditions. The project would contribute about 10% to 20% or more to total traffic volumes at many already congested intersections, causing significant traffic impacts. Mitigation measures could reduce but would not eliminate these impacts because the capacity of the Bay Bridge and the freeway approaches to the bridge determines the ability of ramps and adjacent intersections to move traffic.

When weekday afternoon events are scheduled at the Giants Ballpark, under construction across Third Street from Mission Bay North, traffic congestion would be substantially increased during the hour before the p.m. peak hour (3:30 to 4:30 p.m.), especially if the ballgame or event had high attendance, and the event ended at about 3:30 p.m., as is planned. The ballpark traffic would coincide with some early commute traffic already on the streets and freeways in advance of the p.m. peak and would lengthen the period of peak congestion on nearby freeways, access ramps, and streets.

● Transit

Regional transit use in 2015 with cumulative growth, including the project, would increase demand on all carriers. Some transit agencies, such as Caltrain and BART, plan to add service during this time. All regional carriers could accommodate future project and cumulative demand with currently projected service levels, except for AC Transit. An increase in cumulative passenger trips on AC Transit buses in the p.m. peak hour, including passengers from the Project Area, would increase the current load factor to beyond capacity on some routes. The project would contribute over 5% of the increased demand, and would contribute to this significant cumulative impact.

The analysis of project and cumulative effects on the San Francisco Municipal Railway (MUNI) divides the City into four quadrants: northeast, northwest, southeast, and southwest. Impacts on MUNI are assessed by corridor as MUNI lines leading to each of the four quadrants cross imaginary screenlines. The extension of MUNI Metro light rail service on Third Street from Market Street and The Embarcadero to the Bayview-Hunters Point neighborhood is planned to be in operation in 2003, and is assumed to be in place in 2015 (see Figure V.E.10).

The addition of project ridership to MUNI lines would increase ridership at all four screenlines. The southwest screenline would become the most crowded, increasing from 73% to 77% of its capacity with project riders. The southeast screenline would experience the most growth, from 63% to 77% of capacity with project passengers alone.

Cumulative growth in MUNI use by 2015, including that from the project, would cause transit lines crossing the northeast screenline to exceed capacity (112%) and buses in the Kearny/Stockton corridor (lines 30, 30X, and 30/45) to operate at 123% of capacity during the p.m. peak hour. Because 100% capacity already assumes considerable numbers of standees, these increases would mean crush loads on many transit vehicles. The southwest screenline would operate at close to capacity (96%) and the southeast screenline would have some capacity available (89% of capacity). MUNI service in the immediate vicinity of the Project Area would operate below capacity on the trolleybus routes, but would exceed capacity on the northbound Metro service (112%). The project would contribute about 65% of the trips in this direction, and would result in a significant impact on the transit system.

Parking

The parking demand analysis was based on estimated auto traffic, vehicle occupancy rates for various types of uses, and typical parking turnover rates. For the Project Area as a whole, parking demand would exceed the expected off-street supply by about 4,700 spaces. On-street parking could reduce the parking deficit by about 1,200 spaces, mainly in Mission Bay South, but some drivers may seek parking in nearby areas such as Potrero Hill west of the Project Area and Lower Potrero south of the Project Area.

Parking demand for the ballpark would exceed the expected supply for weekday afternoon, weeknight, and weekend sold-out events. Therefore, when these events were scheduled, residents, visitors, and employees in the Project Area arriving in the midday or late afternoon could find parking difficult unless they have already-reserved parking. About 80 baseball games are typically scheduled during the baseball season, and not all would be expected to sell out, so competition for parking spaces would not occur on a daily basis; however, it is not known how many other special events might be scheduled at the ballpark nor whether these events might be large enough to contribute to parking demand beyond that expected to be available

for ballpark patrons. Surface parking for the ballpark is proposed to be available in the Project Area for an interim period, until at least 2005.

Pedestrians and Bicycles

Pedestrian trips would include those who walk to and from various land uses in the Project Area and those who walk to transit stops. The area around the Caltrain terminal was considered to be the most congested pedestrian location near the Project Area. Therefore, the crosswalks at Fourth and King Streets were analyzed to provide a representative discussion of pedestrian effects. Crosswalks at this intersection would continue to operate at acceptable levels with project plus cumulative pedestrian volumes. If a pedestrian bridge over the Channel were provided at Fifth Street, pedestrian volumes at Fourth and King Streets would be reduced.

New bicycle routes would be provided in the Project Area to accommodate bicycle use. Fourth Street would include a 15-foot-wide curb lane and would be signed as a bicycle route. Sixteenth Street would include Class II bicycle lanes, extending existing citywide commuter bicycle routes. North Common Street and South Common Street would provide an additional east/west bike route through the Project Area. Bicycle lanes are proposed in Terry A. François Boulevard along the Bay shore. A recreational bike trail would be included along the proposed open space on the south side of the Channel.

Phasing of New Transportation Facilities

The project includes construction of new streets, widening of some existing streets, modification of existing traffic signals and installation of new signals, and extension of existing MUNI 22 and 30/45 trolleybus lines into the Project Area. As part of the review process for each development phase, the number of p.m. peak hour vehicle trips generated by the phase would be estimated using trip rates established in the SEIR. This number would determine which project features and mitigation measures would need to be implemented as part of that development phase. If these transportation facilities were not developed at appropriate points during build-out of the project, temporary transportation impacts could occur because growth in traffic and in demand for transit could exceed the capacity of available facilities. Installation of most of the circulation and transportation facilities would be triggered by approval and construction of adjacent buildings. For major improvements such as extending Fourth Street and Owens Street, and installation of rail crossings at Berry and Seventh Streets and at Common Street and Seventh Street, triggers would be established calling for completion of these improvements based on expected p.m. peak hour vehicle trips from development phases.

Rail Freight Operations

The proposed project would relocate existing freight rail tracks near 16th Street to follow the 16th Street, Terry A. François Boulevard and Illinois Street alignments, connecting with existing Illinois Street tracks south of the Project Area. With this relocation, existing rail freight service to Piers 80 and 92-96 would remain available.

Construction Transportation Effects

Construction of buildings in the Project Area would occur in phases. Construction traffic would be generated during all phases of construction. The typical work shift for most construction workers would be from 7:00 a.m. to about 3:30 p.m. Therefore, construction worker vehicles would be part of the early commute traffic occurring before the 4:30 p.m. to 5:30 p.m. afternoon peak.

Various sidewalks and parking lanes could be closed adjacent to construction sites; any closed traffic lanes would re-open by about 4:00 p.m. for afternoon commute traffic. Construction of the San Francisco Giants' ballpark at China Basin and of the Third Street Light Rail project along Third and Fourth Streets adjacent to and in the Project Area would occur at the same time that some construction activities would be expected within Mission Bay, resulting in temporary cumulative construction traffic effects.

Mitigation Measures

The transportation mitigation measures list a number of traffic- and transit-related features included in the project and assumed in the impacts analysis. These measures include improvements, such as new signals or new signal timing, and lane reconfigurations to add through and turn lanes, for 20 intersections in the Project Area; constructing, widening and restriping of 6 street segments in the Project Area; and rerouting the 22-Fillmore and 30-Stockton or 30/45-Stockton/Union MUNI lines into Mission Bay South.

Additional mitigation measures identified in this SEIR include improving 10 additional intersections in and near the Project Area to improve levels of service to LOS D or better; improving 4 street segments in the Project Area related to the intersection mitigation measures; extending the N-Judah MUNI Metro line to Mariposa Street on the new Third Street light rail line to reduce impacts of Project Area and cumulative demand for local transit service, and encouraging the Metropolitan Transportation Commission and AC Transit to expand bus service to the East Bay to serve Project

Area and cumulative demand; and increasing Bay Bridge tolls for single-occupant vehicles to discourage non-carpool traffic.

Transportation System Management measures identified in this SEIR include providing for a Mission Bay Transportation Management Association that would prepare a Transportation System Management Plan. This measure lists a variety of activities that could be included in this plan that tend to reduce vehicle miles traveled and encourage transit use, such as selling transit passes in neighborhood stores and providing secure bicycle parking. Constraining the parking supply on the UCSF site, participating in studies to expand ferry service nearby, and providing for flexible work time for employees in the Project Area would also help to reduce traffic congestion.

Street and intersection improvements would be provided as adjacent development is constructed. In some cases intersections could reach congested conditions before adjacent development has occurred. To avoid this congestion, appropriate thresholds for providing the various intersection and street segment improvements, based on numbers of p.m. peak hour vehicle trips from development in the Project Area. During review of each development phase, the number of p.m. peak hour vehicle trips that would be generated by that phase would be estimated and added to the project's total calculated number of p.m. peak hour trips already generated by developed portions of the Project Area, to determine whether new project features and mitigation measures would be needed in addition to those included based on adjacency.

If all mitigation measures listed in the transportation mitigation section were implemented, project and cumulative traffic would contribute to significant impacts at intersections at or near freeway ramps and on the Bay Bridge and its approaches during the afternoon peak period.

AIR QUALITY

This section discusses the proposed project's contribution to regional "criteria" pollutant emissions, local carbon monoxide concentrations, and toxic air contaminant emissions. The Project Area is located in the Bay Area Air Basin which is regulated by the Bay Area Air Quality Management District (BAAQMD).

Criteria Air Pollutants

"Criteria air pollutants" include ground-level ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), small-diameter particulate matter (PM₁₀),/2/ and lead. Emissions of volatile organic compounds and nitrogen oxides, which are precursors to ozone, would contribute to

continuing occasional violations of the ozone standard in the Bay Area. Motor vehicle exhaust emissions would be the primary source of air pollutants in Mission Bay. According to regional air quality modeling results, emissions associated with the maximum development anticipated in the Mission Bay Project Area in 2015 would exceed significance thresholds established by the BAAQMD for reactive organic compounds, nitrogen dioxide, and particulate matter. Although measures to reduce traffic trips could reduce this impact, due to the magnitude of the projected emissions and the limited effectiveness of such measures, these emissions would be an unavoidable significant impact.

Emissions of criteria pollutants from proposed stationary sources, such as boilers, chillers, emergency generators, and possibly a UCSF cogeneration plant, would be subject to the BAAQMD's New Source Review rule and would be mitigated to a less-than-significant level.

Motor vehicles generate carbon monoxide, which tends to build up at congested intersections and along congested streets and highways. Local carbon monoxide levels were estimated for worst-case exposures of receptors at 13 representative intersections in the Project Area, based on existing and projected traffic data. Under existing traffic conditions, several intersections likely exceed federal and state standards. By 2015, more stringent vehicle emission standards would be in force, and no exceedances of state or federal standards would be likely for cumulative traffic conditions, including the project.

Demolition and construction activities may generate particulate matter emissions. Implementation of BAAQMD recommendations for dust control should reduce PM_{10} emissions below significant levels.

Toxic Air Contaminants

Toxic air contaminants refer to a category of air pollutants that pose a present or potential hazard to human health, but which have more localized impacts than the criteria pollutants. The proposed project's stationary sources (such as research and development facilities) and mobile sources (such as motor vehicles) would emit toxic air contaminants.

A variety of regulatory mechanisms would govern the construction and operation of facilities emitting toxic air contaminants in the Project Area. The BAAQMD routinely reviews the potential health risks from toxic air contaminants for all projects requiring a permit from the BAAQMD. In addition, state law provides a mechanism for cities and counties to identify to BAAQMD projects that may emit toxic air contaminants. If toxic air contaminant emissions could be above certain "trigger levels," the BAAQMD performs a screening-level risk assessment, and may require a permit and toxic air contaminant controls. It is BAAQMD policy to deny a permit to any proposed facility that would

cause an estimated increased cancer risk above 10-in-1-million to the maximally exposed individual, or an acute or chronic non-cancer risk above certain thresholds (calculated with control technology installed). Through these mechanisms, the risks from individual facilities are likely to be less than significant. In addition, UCSF intends to limit toxic air contaminant emissions from stationary sources located at the UCSF site as a whole to less than BAAQMD project significance thresholds.

In addition, state law requires consideration of health and safety risks through the school site selection process. Also, BAAQMD may require a facility that emits toxic air contaminants to submit updated emissions estimates under the state Air Toxics "Hot Spots" Information and Assessment Act when a sensitive receptor, such as a school or child care center, locates within 1,640 feet of the facility.

In the absence of specific data on proposed facilities that could locate in the Project Area, the adequacy of distances between potential sources of toxic air contaminant emissions within the Project Area and sensitive receptors cannot be assumed. The existing regulatory mechanisms to protect sensitive receptors suggest that adequate safeguards likely exist to address toxic air contaminant concentrations from individual facilities.

On the other hand, there are no adopted or regulatory standards of significance for combined risks from toxic air contaminants from multiple facilities. Because the specific types and locations of future facilities in the Project Area that could emit toxic air contaminants are unknown, combined toxic air contaminant concentrations from multiple facilities within the Project Area cannot be modeled. Without the ability to predict future toxic air contaminant concentrations, and in the absence of specific standards of significance for risks from toxic air contaminants from multiple facilities, the significance of this potential impact cannot be determined with certainty, and therefore the impact is considered potentially significant.

Mitigation Measures

Mitigation measures to reduce vehicle trips (see the Transportation section) would also reduce regional traffic-related criteria air pollutant effects, but these measures would not reduce the air quality impacts to a less-than-significant level. Construction-related particulate matter impacts would be mitigated to a less-than-significant level by BAAQMD-recommended mitigation measures, such as watering and sweeping all construction areas.

Mitigation measures to reduce risks from toxic air contaminants include ensuring that, prior to issuing a certificate of occupancy for a facility that may emit toxic air contaminants, the facility obtain written verification from BAAQMD of meeting the requirements for a permit from BAAQMD, if

required by law, or that permit requirements do not apply to the facility. Additional mitigation measures include a meteorological station to gather data useful for risk assessments and prohibiting dry cleaning facilities that conduct on-site dry cleaning operations in residential areas. Finally, pre-school and child care centers would be required to notify BAAQMD and the San Francisco Department of Public Health regarding the locations of their operations, and to consult with these agencies regarding existing and possible future stationary and mobile sources of toxic air contaminants. Nevertheless, based on available information, it is not possible to conclude that these above mitigation measures would reduce the potential impact of toxic air contaminants to a less-than-significant level.

NOISE AND VIBRATION

This section discusses the existing and future noise environments in Mission Bay, and the impacts of noise from expected traffic volume increases in and near the Project Area. The section also discusses vibration effects from transportation sources in the Project Area.

Noise

Traffic Noise

Project-related traffic would cause increases in noise levels of less than 3 decibels at the two residential receptors studied and at a noise-sensitive location, Saint Gregory's Episcopal Church, located at Mariposa and De Haro Streets. Increases below 3 decibels generally are not perceptible to most people outside of a testing laboratory, and therefore would not create a significant impact. The highest 24-hour traffic noise increase of the four other study locations modeled would be about 5.2 dBA L_{dn} at the intersection of The Common Street Circle and Owens Street, with project traffic. This increase would occur gradually over 15 to 20 years and would generally not be noticed by most people.

The cumulative-plus project traffic noise effects would be similar to those described for existing-plus-project conditions.

Other Noise Sources

Based on the analysis prepared for the Giants Ballpark FEIR, traffic from a high-attendance event at the ballpark would cause noise increases of about 1.8 dBA L_{dn} at locations near the ballpark in the Project Area; this increase would not be noticeable to most occupants of new buildings in the Project

Area. Noise associated with special amplified music events would be noticed by residents in much of the Project Area but would not be considered a significant impact because large amplified music events would be limited to three per year, with mitigation measures imposed requiring noise limits on any additional amplified music concerts.

While noise from Caltrain passenger trains would be noticeable to new residents along the track alignment in Mission Bay North, noise levels would not be considered a significant impact. Freight rail tracks in 16th Street would not be close enough to new residential uses in the Project Area for train noise to be noticeable to residents (unless the train whistle were to be used) and would therefore also create a less-than-significant impact.

Construction noise, with the exception of pile driving, would have a short-term effect at each building location and therefore would not be considered a significant impact; pile-driving noise would be exceptionally loud and noticeable throughout the Project Area during build-out and would create a significant noise impact, mitigated to a less-than-significant level by a mitigation measure identified in this SEIR.

Vibration

Caltrain passenger trains could cause vibration effects at proposed residential uses in the block west of Sixth Street and north of Berry Street in Mission Bay North, as levels might exceed the Federal Transit Authority vibration impact criterion of 72 VdB. A mitigation measure would reduce this potential effect to a less-than-significant level. Residences in other parts of the Project Area, and Commercial Industrial uses in Mission Bay South would not be expected to experience substantial vibration effects due to the increased distance from the vibration source. The freight trains that may run on relocated tracks in 16th Street would not create a significant vibration impact.

Pile driving is potentially the greatest source of vibration from construction activities in the Project Area. Inside some buildings within the Project Area, vibration may disturb sensitive research instruments, depending on the proximity of pile driving activities; it is assumed that equipment installation would include vibration-isolation features. Therefore, construction vibration would not cause significant effects.

Mitigation Measures

The project would have no significant traffic-noise impacts; therefore, no mitigation measures would be required for traffic-related noise. Construction pile driving noise is addressed by a mitigation

measure to reduce the impact to a less-than-significant level. The effects of Caltrain vibration on proposed residential uses also would be reduced to a less-than-significant level by a mitigation measure.

SEISMICITY

The Seismicity section addresses fault activity within the San Andreas fault system; the geo-seismic characteristics of the Project Area; seismic hazards including groundshaking, liquefaction, and earthquake-induced settlement; and the effects of tsunami and seiches on the Project Area. This section also discusses the regulatory environment in which the project would be constructed; the potential effects of population concentration in a seismically hazardous area; and the measures included in the project to reduce or eliminate those risks.

The Mission Bay Project Area is underlain by as much as 45 feet of fill, 10 to 70 feet of Bay Mud, 1 to 30 feet of alluvium, and 1 to 40 feet of Old Bay Clay, which overlie Franciscan bedrock. The groundwater table is between 1 and 18 feet below the ground surface.

The Project Area is not in an Alquist-Priolo Earthquake Fault Zone, but is in a Seismic Hazards Zone for Liquefaction, and an area subject to tsunami inundation hazards as defined in the City's Community Safety Element. The Project Area is susceptible to earthquake-related groundshaking that would be strong enough to damage buildings and infrastructure, and possibly result in injury or loss of life.

The San Francisco Building Code would require seismically resistant construction in the Project Area to reduce injury and loss of life during earthquakes. Piles would be driven to depths between 30 and about 200 feet to support major structures and reduce the effects of groundshaking and liquefaction. The likelihood of tsunami inundation is very slight.

Mitigation Measures

To address emergency preparedness and emergency response effects in the Project Area, the SEIR recommends formulation of a comprehensive emergency response plan for the entire Project Area, construction of a new fire station, and assurance of adequate east-west emergency access routes south of the Channel. With implementation of mitigation measures, project effects could be reduced to a less-than-significant level.

HEALTH AND SAFETY

This section discusses proposed project-related activities that would involve the use, storage, and disposal of hazardous materials. The project would involve greater hazardous materials use than currently exists within the Project Area, and it would involve a wider range of materials, including potentially hazardous chemicals, radioactive materials, and biological materials.

Businesses that would use substantial quantities of hazardous materials would be sited primarily within the Commercial Industrial and Commercial Industrial/Retail portions of the Project Area. The new UCSF site would also involve hazardous materials use. Legal and regulatory requirements applicable to hazardous materials operations would require businesses locating in the Project Area to meet a range of health and safety planning standards and regulatory agency oversight. The implementation of these legally required health and safety measures would adequately address most common health and safety issues.

Laws and regulations do not address certain health and safety concerns related to the use of biohazardous materials (e.g., infectious agents). Following the guidelines set forth in *Biosafety in Microbiological and Biomedical Laboratories, Guidelines for Research Involving Recombinant DNA Molecules (NIH Guidelines)*, and *Guide for the Care and Use of Laboratory Animals* has become common industry practice.^{/3/} Because some UCSF research is funded by the federal government, UCSF is required to adhere to these guidelines and has adopted them as a matter of policy.^{/4/} Unless project-related businesses are required to follow these guidelines, the project-related use of biohazardous materials and research animals could pose unacceptable health and safety hazards.

The analysis of biohazardous materials impacts assumes that project occupants would not handle any biohazardous materials considered dangerous or exotic, and posing high risks of life-threatening disease, aerosol-transmitted infection, or unknown risks of transmission. Nevertheless, some project occupants could handle indigenous or exotic agents capable of causing diseases with serious or lethal consequences. In some cases, the potential for aerosol transmission could exist, but the guidelines cited above allow for discretion in determining how to manage air exhausted to the outdoors from areas where these activities take place. As a mitigation measure, filtering exhausts for Biosafety Level 3 laboratories or equivalent measures may be necessary to avoid substantial health risks to individuals in the vicinity of the exhaust.

Regarding potential safety concerns related to possible hazardous materials accidents, such as toxic releases or explosions, Risk Management Plan requirements under state and federal law seek to minimize potential risks.^{/5/} Implementing necessary design or operational measures in accordance

with required Risk Management Plans would reduce the probability and consequences of potential accidents that could pose potential risks to neighboring residents, schools or other off-site receptors to a less-than-significant level.

Residents and businesses generate hazardous waste. San Francisco currently provides programs to help San Francisco households and businesses that generate little hazardous waste to manage their wastes properly. Businesses that generate greater quantities of hazardous waste must treat, recycle, or dispose of their hazardous wastes in accordance with applicable laws and regulations. Nevertheless, hazardous waste disposal poses some long-term environmental consequences, so waste reduction requirements apply. The project would contribute to cumulative environmental problems related to hazardous waste disposal, although these effects would often occur primarily at locations distant from the Project Area. UCSF intends to implement hazardous waste handling, minimization, and disposal measures at Mission Bay consistent with safety requirements and applicable laws and regulations.^{6/} San Francisco would further encourage waste reduction by overseeing state-mandated hazardous waste minimization requirements.

Mitigation Measures

To minimize the risks of using biohazardous materials, businesses conducting biological research that do not receive federal funds would be required to certify that they follow the guidelines discussed above, do not use materials requiring Biosafety Level 4 containment, and would install controls on certain exhaust stacks, as necessary. Measures to protect health and safety in the event of a major earthquake or other catastrophe are discussed in "Seismicity."

Mitigation measures would reduce project effects to a less-than-significant level, except that contribution to cumulative hazardous waste generation and disposal impacts would be an unavoidable significant impact.

CONTAMINATED SOIL AND GROUNDWATER

Since preparation of the 1990 FEIR, two types of investigations have been carried out in the Project Area: specific studies of individual locations and an investigation of the entire Project Area that was performed in 1997 for Catellus by ENVIRON International Corporation (ENVIRON).

Existing Conditions

The 1997 ENVIRON investigation detected chemicals of various types and concentrations in the soil and groundwater throughout the Mission Bay Project Area. The investigation found no defined pattern of detections that indicated specific individual sources of contamination, except in one location. In the vicinity of Illinois and 16th Streets, petroleum hydrocarbons were found in soil, in groundwater, and floating on groundwater (the latter is called "petroleum free product" or "free product"). Potential effects on near-shore aquatic organisms associated with the free product are being investigated and if necessary will be remediated by oil companies responsible for the contamination. The Regional Water Quality Control Board (RWQCB) will oversee the investigation and remediation, which will proceed independent of the project. As of April 1998, no state or local regulatory agency has indicated that current conditions require remediation in other Project Area locations.

Concentrations of contaminants in soil or groundwater do not present a human health or ecological risk under existing conditions, with the exception of the petroleum free product area. Releases associated with the former petroleum facilities will be further investigated and remediated as necessary regardless of whether the proposed project is approved.

Potential Effects of the Proposed Project

Project Development

The proposed development of the Project Area could result in potential exposure of residents, employees and visitors in the area to chemicals in soil or groundwater that could be released during construction. Some sites in the Project Area containing chemicals in the soil and/or groundwater would remain vacant and could be a source of exposed soils during part or most of the approximately 20-year development period. Construction activities involving the disturbance of contaminated soil or groundwater would affect an increasingly greater number of persons during later phases of development.

To reduce potential hazards to human health and the environment from exposure to contaminated soils and groundwater during project development, a Risk Management Plan or Plans (RMP) would be developed. The RMP would include specific measures that would be protective of human health and the aquatic environment. The risk criteria approved by the RWQCB for the Project, and that would be applied in the RMP, are a cumulative cancer risk of 10 in 1 million and a Hazard Index of 1 for non-cancer risks. The RMP would be submitted to the RWQCB staff for review and approval. If

additional or alternative risk management measures are identified by RWQCB staff, the RMP would be revised and resubmitted to RWQCB staff for consideration. Measures identified in the RMP would minimize potential adverse effects to human health or the ecological environment from exposure to contaminated soils or groundwater during and after development in the Project Area.

Using human health-based risk assessment methodology, the RMP would identify locations where the concentrations of residual chemicals could pose an adverse health risk to exposed populations (based on proposed land uses) while a site remained vacant and uncovered. The RMP would include a range of site-specific risk management measures, such as limiting site access, hydroseeding, notices to Project Area building owners, and monitoring, to be used for vacant sites where chemicals in soil exceed risk-based target levels, to reduce any potential effects to less-than-significant levels.

An analysis of potential risks to human health and the nearby aquatic environment from the presence of chemicals in construction dust showed that even without any dust controls, both cancer and non-cancer risks from exposure to chemicals in soil would be below the risk criteria approved by the RWQCB, and risks from exposure to lead in soils would be less than significant. Some windblown dust from construction activities would settle on nearby surface waters but not in large quantities in any one location. The RMP would include measures to control dust from construction sites, based on the Bay Area Air Quality Management District recommended construction dust control measures (see "Mitigation Measures" under Air Quality, above). The RMP would also include a program for off-site dust monitoring. State and federal worker safety laws and regulations, including those of the California Occupational Safety and Health Administration, would provide protection for construction workers. Methods to control water removed from excavations would be specified in the RMP, and could include analysis and identification of chemicals in the groundwater, and use of sheetpiles around the excavation area to limit movement of groundwater into the excavation. Groundwater would be disposed of in accordance with the City's Industrial Waste Ordinance or RWQCB discharge requirements. Therefore, there would be no adverse environmental impacts from construction dewatering.

In addition to the RMP, Article 20 of the San Francisco Public Works Code, "Analyzing the Soil for Hazardous Waste," would require that on any development site where more than 50 cubic yards of soil was disturbed, the soil be tested for a defined list of chemicals. If chemicals were found above federal or state hazardous waste criteria, a site mitigation plan is required. Each site within the Project Area would undergo soil testing and a site mitigation plan would be prepared for review by the Department of Public Health, if testing revealed contaminants in excess of thresholds designed to protect public health.

Long-Term Occupancy (Post-Development)

A quantitative human health and ecological risk assessment was prepared by ENVIRON to evaluate potential effects on human and aquatic populations upon project completion. The risk evaluation showed that the potential risks posed by residual contaminants that would remain after project completion would be below applicable human health and aquatic ecological risk criteria. After development, currently exposed soils would be covered by buildings or other surfaces such as parking lots or roadways, or would be open space or landscaped areas, and any exposed soils would consist of imported fill meeting RWQCB-approved specifications. Future surface materials in the landscaped or open space areas would consist of approved fill materials. Thus, the project would create a protective barrier between the residual contaminants in soil and human or ecological populations.

Child care centers or schools in the areas designated for residential use would not cause any additional risks to children different from those described for the project; child care centers proposed for Commercial Industrial and Commercial Industrial/Retail land use designations in Mission Bay South would need additional, site-specific investigation to determine whether remediation would be needed or whether another site should be investigated. The RMP would include a process for investigating sites proposed for school or child care center use.

The RMP would specify measures to ensure the effectiveness of soil covering or other barriers, limit uses to prohibit exposure of residents in the Project Area, restrict groundwater use, and provide protocols for future subsurface activities. Deed restrictions would be recorded for all property, placing limits on future uses in the Project Area consistent with the provisions of the RMP, and current and future property owners would thereby be provided notice of these use restrictions and other requirements in the RMP and would be required to comply with applicable provisions of the RMP.

Mitigation Measures

The Risk Management Plan or Plans for the Project Area would be included as part of the project and would reduce potential environmental impacts to less-than-significant levels. Because the RMP is not yet completed and approved by RWQCB staff, this SEIR defines required features of the RMP that are necessary to reduce potential hazards to a less-than-significant level. No further mitigation measures have been identified as necessary in this SEIR.

HYDROLOGY AND WATER QUALITY

This section evaluates the proposed project's contribution to wastewater flows, additional pollutant loading to the San Francisco Bay and near-shore waters, and consequent water quality effects. The City, including the Mission Bay Project Area, currently produces three wastewater streams: municipal wastewater (and its treated effluent), treated combined sewer overflows, and urban stormwater runoff. Potentially affected receiving waters include the deep waters of central San Francisco Bay and near-shore waters of the Bay along the City's Bayside shoreline. Deep waters of the Bay could be affected by the increase in volume of treated municipal wastewater effluent discharged from Southeast Plant that is attributable to the project. Near-shore water quality could be affected by increased combined sewer overflows and direct stormwater discharges. Construction activities within the Project Area could cause erosion and resulting sedimentation in China Basin Channel and San Francisco Bay.

Besides the Mission Bay project, several other Bayside projects may affect water quality, and they are considered in the cumulative water quality analysis in this SEIR. These projects include the proposed Candlestick Mills Stadium and Mall project, the proposed Hunters Point Naval Shipyard Redevelopment project, and proposed development of waterfront port properties.

Under the proposed project, about one-third of the Project Area would have combined sanitary and stormwater sewers, as does the rest of the City, while about two-thirds of the Project Area would have separated sanitary and stormwater systems. The separate stormwater system would capture and route to the City's combined sewer system approximately 80% of stormwater flows, and the rest would be directly discharged to China Basin Channel and the Bay.

The City is considering alternative wastewater treatment technologies for use in the Project Area and other areas of the City. Alternative technologies include "Source Control" (those that occur before runoff), "Treatment Optimization" (those that enhance existing treatment processes), and "Post-Secondary Treatment" (those that provide additional effluent treatment) technologies. Examples are graywater systems, public education, secondary treatment modifications (such as floating aquatic plant ponds), and constructed detention basins.

Deep Water Effects

The proposed project would generate municipal wastewater and increase the total effluent from the City's Southeast Water Pollution Control Plant by about 3%. Because of the increased flow, the project would also cause about a 3% increase in the pollutant loading to San Francisco Bay from municipal wastewater effluent. Cumulatively, the volumes and loads would increase by about 4%.

The quality of municipal wastewater from the Project Area is not expected to differ in any substantial way from the quality of other City wastewater flowing to the Southeast Plant. The project would not materially change the concentrations of pollutants in the effluent. The Southeast Plant discharges its treated municipal wastewater effluent into the deep water of the Bay where it is rapidly mixed and diluted. The project would not cause a violation of San Francisco's permit requirements regarding its discharge from the Southeast Plant. In addition, a comparison of the pollutant concentrations at the outfall to water quality screening values, such as the Water Quality Objectives adopted by the Regional Water Quality Control Board, shows that the existing effluent and the future effluent (associated with cumulative development) would not have a significant effect on Bay water quality.

Near-Shore Effects

Treated combined sewer overflows currently occur at Bayside discharge facilities, including facilities at China Basin Channel, at the end of Mariposa Street, and in Islais Creek. The proposed project would marginally increase treated combined sewer overflows and direct stormwater discharges to near-shore waters of the Bay, including China Basin Channel and Islais Creek. Near-shore discharges are not subject to the same rapid mixing and dilution as the deep-water discharges from the Southeast Plant.

Effects of Treated Combined Sewer Overflows

The addition of the project's municipal wastewater to the Bayside combined sewer system would increase the average annual volume of treated combined sewage overflows by about 0.2% and increase the duration of the overflows for a few minutes per overflow. The project would not change the concentrations of pollutants in the treated overflows. Pollutant mass emissions would increase by about 0.2%. The project would not cause a violation of San Francisco's permit requirements for overflows. As the project would only slightly increase the duration and volume of treated combined sewage overflows, the project would not have a significant effect on aquatic biota.

Because combined sewer overflows include pathogenic bacteria, the City closes beaches as a precautionary measure after an overflow. The estimated average annual increase in overflow durations at the Mariposa and Islais Creek facilities due to the project translate to about 9 minutes and 11 minutes per overflow event, respectively. There is little water-contact recreation at these locations on the Bayside. Therefore, no significant impact from the increased duration of overflows would occur due to overflow discharges from the Mariposa and Islais Creek facilities.

Effects of Stormwater Discharges

Stormwater from a portion of the Project Area currently flows directly into the Bay. Under the proposed project, a separate stormwater system would be constructed for a large portion of the Project Area, which is not now served by the City's combined sewer system. The system would capture the initial flows (about 80% of the average annual flow for that part of the Project Area to be served by the proposed separated system) from storms for treatment, and would discharge the remaining 20% to the China Basin Channel and the Bay through four new stormwater outfalls—two at China Basin Channel and two at the Bay shoreline.

Under the project, the volume of stormwater directly discharged to near-shore waters of the Bay from the Project Area would increase about 2%. The concentrations of pollutants in the stormwater discharge would change, because the project would intensify land use in the Project Area. Neither the increase in stormwater flow, nor the change in pollutant concentrations would constitute a significant effect on aquatic biota.

Effects on Sediment Quality

Both China Basin Channel and Islais Creek have been identified by the Regional Water Quality Control Board as candidate toxic hot spots regarding sediment quality. The project would decrease volumes of treated combined sewer overflows slightly to China Basin Channel, but the project would result in increased flows elsewhere, most notably to Islais Creek. Increased volumes of overflow discharges to Islais Creek with the project and under cumulative conditions would cause a corresponding increase in pollutant load, including an increased load of settleable solids to Islais Creek. This would result in more sediment deposition on top of the bottom sediments and an increased load of pollutants. Stormwater volumes and load would increase to China Basin Channel due to direct stormwater discharges, but would not measurably change the sediment chemistry of China Basin Channel. Benthic (bottom-dwelling) organisms are mostly confined to the uppermost layer of the sediment. Because measurable changes in the physical or chemical composition of this layer are unlikely, biological impacts would be insignificant. In addition, the relatively small increase in sediment volume caused by the project would not be expected to affect the Regional Water Quality Control Board's determination to designate China Basin Channel or Islais Creek as a toxic hot spot, nor cause any changes to a possible remediation approach. Therefore, the project would have a less-than-significant impact on the sediment quality of both Islais Creek and China Basin Channel.

Cumulative Issues

Increasing the volumes of municipal wastewater effluent, treated combined sewer overflows, and direct stormwater discharges due to cumulative development, including the project, would increase the total mass pollutant load to receiving waters, but this would not create water quality effects with respect to toxicity on aquatic biota. The estimated cumulative pollutant loads from cumulative development would generally increase by 4-6%, and the project would cause approximately half of this cumulative increase. To put this in context, City discharges are a very small portion of the region-wide discharges to the Bay. Considering the contribution of the project and of the cumulative Bayside projects in the context of all the other pollutant inputs to the Bay, the cumulative pollutant loading from the Bayside projects would be extremely small.

Based upon an analysis similar to that discussed above for the project, effects on sediment quality in Islais Creek and China Basin Channel from cumulative development would not be significant. In addition, cumulative effects on combined sewer overflows would not have a significant effect on water-contact recreation.

- Treated combined sewer overflows generate a high degree of public concern, however, and conservative presumptions of significance are warranted when a setting may be degraded or impaired. For these reasons, and in an effort to provide for continued discussion regarding these concerns and to acknowledge the lack of conclusive evidence refuting a causal relationship between treated combined sewer overflows, stormwater discharges, and sediment quality, this report conservatively finds that the project would contribute to a potentially significant cumulative impact on near-shore waters of San Francisco Bay from treated combined sewer overflows, and direct stormwater discharges to China Basin Channel. The project contribution (0.2%) to the potential cumulative increase (11%) in Bayside combined sewer overflow volumes, and the contribution of project-related stormwater discharges to possible cumulative impacts would be reduced to a level of insignificance with the imposition of mitigation measures regarding combined sewer overflow volumes and alternative treatment technologies, as discussed below.

Mitigation Measures

- Mitigation measures to address cumulative issues include designing and building sewer improvements so that potential flows from the project do not contribute to an increase in the annual overflow volume as projected by the City's Bayside Planning Model by providing increased storage in oversized pipes, centralized storage facilities, smaller dispersed storage facilities, detention basins, or through other means to reduce or delay stormwater discharges to the City system. Another mitigation measure to

address cumulative issues is to implement alternative technologies or use other means to reduce settleable solids and floatable materials in stormwater discharges to China Basin Channel to levels equivalent to, or better than, City-treated combined sewer overflows. Alternative technologies could include one or more of the following: biofilter system, vortex sediment system, catch basin filters, and/or additional source control measures to remove particulates from streets and parking lots.

- Another mitigation to address stormwater quality is developing and implementing a Stormwater Management Program for any area contributing to direct discharges of stormwater to near-shore waters. The program would include Best Management Practices, applicable during phased development of the Project Area. A feature of the project is to implement a Stormwater Pollution Prevention Plan for all construction activities within the Project Area to avoid and minimize erosion and sedimentation in China Basin Channel and San Francisco Bay.

CHINA BASIN CHANNEL VEGETATION AND WILDLIFE

This section focuses on the aquatic and wetland habitats of China Basin Channel. Terrestrial habitats in the remainder of the Project Area do not support any significant biological resources, as discussed in the Initial Study (see Appendix A).

The proposed hard-edge treatment (consisting of a layer of rocks or "rip-rap" with three promontories that may be on pilings) of the north shoreline of China Basin Channel would remove approximately 0.14 acres of salt marsh wetland habitat, consisting primarily of a narrow strip of pickleweed near the mean high water tidal level. A permit under the federal Clean Water Act, Section 404, would be required for this action. The Clean Water Act gives the U.S. Army Corps of Engineers (Corps) jurisdiction to regulate any placement of fill below the high tide line and in adjacent wetlands. If left unmitigated, the hard edge treatment would result in a net loss of wetland habitat, contrary to federal and state "no net loss" of wetlands policies, resulting in a significant impact and the likelihood of permit denial. As part of the 404 permit process, the Corps would require the project sponsors to compensate for the loss of habitat by restoring salt marsh habitat in the vicinity.

Grading of the Channel edge, pile driving construction of a proposed Fifth Street pedestrian bridge, installation of two storm drain outfalls and two section inlets in the Channel and installation of two storm drain outfalls on the Bay shoreline could cause turbidity and resuspend potentially contaminated sediments. (See "Hydrology and Water Quality," above, for discussion of sediment contamination.) Turbidity could also be caused by use of large barges and tugboats to deliver equipment or material. Resuspension could increase concentrations of toxic substances in the waters of the Channel and portions of the San Francisco Bay. These contaminants could be directly lethal to smaller organisms, and could accumulate in the food chain and become successively more concentrated in a process

known as bio-accumulation. Through bio-accumulation, the toxic concentrations could reach levels in which they are lethal to larger organisms, such as birds or marine mammals. Turbidity and toxicity from resuspended sediments could also interfere with beneficial uses of the channel, such as spawning of Pacific herring. This impact could be mitigated by containing sediments within the work area using silt curtains and filter fencing and by requiring use of shallow draft tugboats and barges at slow speeds and by avoiding activities with the potential to cause turbidity in the Channel and the Bay during the herring breeding season (December 1 to March 1).

The values of the Channel habitat as a sheltered resting and foraging area for migratory waterbirds and marine mammals could be adversely affected by construction and operation of the project. The Channel does not support any breeding or nesting habitat for birds (except possibly for common gulls adapted to urban environments) or mammals, which is more important, and less available, in the region than foraging or resting habitat. Loud and visible construction activities could cause temporary abandonment of the channel by foraging and resting birds and mammals. The addition of up to 30,000 employees and 11,000 residents after build-out would result in higher levels of human activity, litter, noise, pets, and potential harassment of wildlife. These impacts of human activities on wildlife would be less than significant and require no mitigation because of the following circumstances: 1) displacement of wildlife by construction or operational activities would be unlikely to result in mortality, 2) no bird nesting (except possibly for common gulls adapted to urban environments) or mammal breeding habitat occurs in the Channel, and 3) similar foraging and resting habitat is readily available in close proximity to the Channel where any displaced animals could retreat.

Mitigation Measures

To address project effects on wetlands in the Project Area, preparation and implementation of a salt marsh habitat mitigation plan in accordance with the Section 404 permit process of the U.S. Army Corps of Engineers is identified. Impacts on herring reproduction from turbidity are addressed by a mitigation measure to avoid activities with the potential to cause turbidity in the water of the Channel or Bay (including large barge or tugboat movement) during the herring spawning season (December 1 - March 1). Potential turbidity during other times is addressed by requiring the use of shallow-draft tugboats and barges with enforced speed limits confining sediments to work sites using silt curtains and silt fences, and implementing a plan for minimizing turbidity during removal of existing pilings. Assuming that the Corps approves a salt marsh habitat mitigation plan under Section 404 and that all of the other mitigation measures are implemented, potential impacts on vegetation and wildlife would be reduced to a less-than-significant level.

COMMUNITY SERVICES AND UTILITIES

Additional community services and improved utilities infrastructure would be needed to support the increased population and new uses in the Project Area.

Fire and Police Protection

Additional fire department personnel and equipment would be needed within the Project Area at buildout in order to provide an adequate level of service, comparable to that which is currently provided citywide. A new fire station, located in Mission Bay South, would be needed to house personnel and equipment in a location that would facilitate emergency access to the area south of the China Basin Channel. Additional police personnel would likely be needed, and a facility from which to operate within the Project Area could increase community involvement in crime prevention, would make the police more easily accessible, and as a result, would help to reduce crime rates. The project includes the provision of land for fire and police stations, located adjacent to and including the site and building which was formerly Fire Station No. 30. Funding to assist in rehabilitating this station and/or to build a new one is proposed.

Public Health Services

Due to the increase in population in the Project Area, there would likely be an increase in demand for public health services in the areas of environmental health, personal health care services, and mental health services. This increased demand could be satisfied by existing and planned City facilities. Increases in staff may be required, but it is unlikely that new facilities would be needed to satisfy demand.

Recreation and Parks

Parks and open space would be developed as part of the project. New parks and open spaces would total approximately 47 acres, and would provide a linked system of parks that could accommodate both active and passive uses. Parks would be designed to take advantage of unique views and waterfront locations, including parks along the Channel and along Terry A. François Boulevard (the Bay), and would include bicycle and pedestrian pathways, and lighting for evening activities and for safety. Some parks would be large enough to accommodate athletic fields for active recreation, such as softball and/or soccer fields. The park along the Bay would include a parking lot for the Pier 52 boat launch ramp; the park located on 16th Street just west of Terry A. François Boulevard could include an electrical substation for transit facilities.

Schools

The proposed project would increase the demand on the San Francisco Unified School District (SFUSD). At full buildout, the number of school-age children residing in the Project Area could be approximately 1,615, including approximately 730 of elementary school age. About 75% of these students would be expected to attend public schools. The project includes a site for a new school, but not development of a school. The 2.2-acre site proposed could reasonably accommodate an elementary school for up to 500 students, but would not be large enough to house a middle school or high school. One elementary school probably would not be able to accommodate all of the potential new elementary school students. The SFUSD is expected to be operating at or near capacity for some number of years due to new state laws limiting class size for kindergarten through third grade. Therefore, additional classroom space would need to be developed by the School District outside of the Project Area, most likely for all grade levels.

Solid Waste

The proposed project would produce an increased amount of solid waste in the Project Area that would need to be disposed of by the City. Altamont Landfill capacity projections estimate San Francisco's contracted landfill space will reach its limit between the years 2012 and 2016. The proposed project would not significantly affect the lifespan of the landfill contract because growth in Mission Bay was assumed in landfill capacity projections.

Water Supply

Water demand of the proposed project could be satisfied without adversely affecting citywide supplies. The San Francisco Water Department has determined that its water supply is adequate to serve the water demands of the Project Area, provided available forms of conservation are used. A reclaimed water system may deliver reclaimed water to the project for use in office cooling systems and irrigation.

The project would include the expansion of the City's auxiliary water supply system (AWSS), which provides a backup supply of water for fire-fighting. At build-out, the AWSS would be able to serve the entire Project Area.

Sewers and Wastewater Treatment

San Francisco operates a combined sewer system which collects both sanitary sewer and stormwater runoff into the same sewer lines. These combined flows are directed into large storage sewers and pumped to treatment plants. The Southeast Treatment Plant, which serves the Project Area, could accommodate the increased sewage flows from the project. Project plans include the construction of a separated stormwater and sanitary sewer system in the Central/Bay drainage basin in Mission Bay South, in the area between the Channel and about 16th Street. This separated system would divert the "initial flows" of stormwater from each storm into the sewer system for treatment. Stormwater flows in excess of the "initial flows" would drain directly into the Bay or Channel. Mission Bay North and the Mariposa drainage basin (south of 16th Street in Mission Bay South) would continue to use the City's existing combined sewer system. Improvements would be made to the combined system in Mission Bay North and the Mariposa Basin to accommodate the increased demand created by the project./7/

Energy and Telecommunications Transmission Capacity and Infrastructure

The Pacific Gas and Electric Company does not anticipate any constraints in providing adequate electric and gas transmission capacity to Mission Bay, and would provide any necessary infrastructure upgrades.

Telecommunications

Demand for telecommunications services would increase in the Project Area over time as build-out occurs. Pacific Bell would provide any infrastructure necessary. At this time, fiber optic lines are expected to be installed. This may require one or more sites within the Project Area, ranging from a 12-foot by 15-foot terminal box to a 50-foot by 50-foot easement.

Mitigation Measures

In summary, six mitigation measures address community services and utilities impacts. A measure establishes the amount of development that would create sufficient demand to require transfer of land for construction of a school. Two mitigation measures require transfer of land for the construction of a fire station and provision of an engine and truck company, and extension of the high-pressure water system (AWSS), for fire protection when determined by the Fire Department to be needed. The other three mitigation measures require water conservation, proper fencing of temporary stormwater detention basins, and design standards to prevent stormwater runoff from newly constructed buildings

and permanently covered surfaces in the existing Bay Basin from draining directly to the Bay, without diversion of a storm's "initial flows." With implementation of these measures, community services and utility impacts would be reduced to a less-than-significant level.

GROWTH INDUCEMENT

Project Area development and employment growth would not induce more population growth than otherwise expected in the Bay Area. The cumulative regional scenario of population and employment growth analyzed in the SEIR already incorporates the induced population growth associated with Project Area increases in economic activity.

Similarly, the cumulative analyses in the SEIR incorporate the impacts of any additional growth outside the Project Area that could be considered to be generated by Project Area activity. The scenarios of growth in the City and the region that are analyzed in the SEIR include the job and household multiplier effects of Project Area economic activity.

The project would have no significant growth inducement effects; therefore, no mitigation measures are identified.

C. MITIGATION MEASURES

1990 MITIGATION MEASURES

All of the mitigation measures identified in the 1990 FEIR, whether approved or rejected in the 1990 FEIR Findings, are listed in Tables VI.7 and VI.8. Table VI.7, 1990 FEIR Mitigation Measures Discussed in SEIR, lists those measures that are either project features or measures identified in this SEIR. The measures, updated as necessary to pertain to the current project, are listed in Chapter VI under the relevant environmental topic either as a "project feature that avoids significant impact" or as "identified in this SEIR." Table VI.8, 1990 FEIR Mitigation Measures Not Discussed in SEIR, lists the measures not proposed for the current project, and the reasoning behind the determination. Most measures in Table VI.8 are addressed or incorporated in existing regulations approved subsequent to the 1990 FEIR, or are not applicable to the SEIR project.

ADDITIONAL 1990 FEIR MITIGATION MEASURES FROM THE INITIAL STUDY

In a few instances, the proposed project would have the same impacts as the *1990 Mission Bay Plan*. The Initial Study (see Appendix A) incorporated and updated mitigation measures related to tidal

flooding, pedestrian-level wind, shadows, soils, historic archaeologic resources, and historic structures that were addressed in the 1990 FEIR.

MITIGATION MEASURES DISCUSSED IN THIS SEIR

The other mitigation measures in this SEIR are divided into two categories: project features that would avoid significant impacts, and mitigation measures identified in this SEIR. The “project features” are aspects of the project designed by the project sponsors to address potential impacts. The SEIR analysis was performed assuming that these measures would be part of the project. If these measures were not implemented, significant impacts could arise that have not been evaluated in this SEIR. The second category, “mitigation measures identified in this SEIR,” contains mitigation measures that would mitigate significant impacts identified in the environmental analysis in this SEIR. The mitigation measures are summarized above under each topic subheading.

Mitigation measures identified in this SEIR and from the Initial Study may be required by decision makers as conditions of project approval, if the project were to be approved. Implementation of some mitigation measures may be the responsibility of other public agencies, outside the jurisdiction of the City and County of San Francisco.

D. VARIANTS TO THE PROPOSED PROJECT

- This chapter evaluates six variants to the project, and a combination variant, that are under consideration by the project sponsors. Variants typically modify one limited area or aspect of the project.
- Each variant is available for selection by the project sponsors, the City, and the public, and any combination of variants could be approved. Even if all variants were to be adopted, no new significant impacts other than those identified below for each variant would occur, because the variants are not substantially different than the project and are geographically separated.

TERRY A. FRANÇOIS BOULEVARD VARIANT

- Under Variant 1, the alignment of Terry A. François Boulevard would be moved west, away from the Bay, so that a portion of the proposed Bayfront public open space would be adjacent to port property fronting the Bay. A proposal for expanded bayfront open space, if adopted, would include development by Catellus of approximately 2 acres of adjacent open space on port property outside of the Project Area, and include provisions within Project Area open space for a 15,000-sq.-ft. port-

owned recreation-oriented retail space that could include related restaurant uses. Even with the expanded bayfront open space proposal, the realignment of the roadway would limit direct access to maritime uses on and south of Pier 54, until the two commercial buildings were removed and the open space was developed. In the interim, indirect access could be provided through a proposed parking lot and along a service roadway. Under this variant the freight rail track currently in Terry A. François Boulevard would be realigned within the proposed public open space. Project buildings would be separated from the public open space by the realigned Terry A. François Boulevard.

- Other environmental effects would be similar to those of the proposed project. The significant impacts of this variant, and of the expanded bayfront open space proposal, would be the same as those of the project. No additional mitigation measures have been identified.

ESPRIT COMMERCIAL INDUSTRIAL/RETAIL VARIANT (ESPRIT VARIANT)

Under Variant 2, the land use designation for the Esprit site would be changed from Mission Bay South Retail to Commercial Industrial/Retail. Under the project, the Esprit site is assumed to have about 250,000 gross sq. ft. of city-serving retail uses. Under the variant, the site is assumed to have about 460,000 gross sq. ft. of research, light-industrial, and office uses and 40,000 gross sq. ft. of city-serving retail uses. This would increase the amount of Commercial Industrial uses proposed in Mission Bay South. With less city-serving retail being developed in the Project Area, there could be more retail stimulated to the west and south of Mission Bay. The change in use would result in less peak-hour auto traffic in the southeastern part of the Project Area. However, no intersections projected to operate at unacceptable levels would improve to acceptable levels with the variant.

Other environmental effects would be similar to those of the proposed project. The significant impacts of this variant would be the same as those of the project. No additional mitigation measures have been identified.

NO BERRY STREET AT-GRADE RAIL CROSSING VARIANT (NO BERRY STREET CROSSING VARIANT)

Variant 3 would not include the at-grade railroad crossing at Berry Street that is proposed by the project. The rail crossing across from Hooper Street that is proposed as part of the project would also be proposed under the variant. Due to reduced access to and from the west, city-serving retail development in Mission Bay North on the block west of the I-280 King Street ramp is assumed to be reduced from 222,000 gross sq. ft. with the project to 111,000 gross sq. ft. with the variant. The

number of dwelling units on that block would be reduced from 250 to 120 units, reducing the total number of dwelling units in Mission Bay North from 3,000 with the project to 2,870 with the variant.

- Under this variant, access to the western portion of Mission Bay North would be constrained by physical barriers to the south, north, and west. The intersection of King and Fifth Streets would operate at LOS E under this variant, compared with LOS D under the project, creating a new significant impact. The intersections of Third and Fourth Streets with King and Townsend Streets would also be affected; they would remain at LOS F, as with the project, but delays would increase by 10% to 50%. Access to the western part of Mission Bay North by emergency vehicles would also be impeded. For this reason, seismic hazards would also be greater under the variant than the project.

All significant impacts and mitigation measures identified for the project would also apply to this variant. The new significant impacts would be mitigated to less-than-significant levels by the measures calling for elimination of a pedestrian crosswalk or widening Fifth Street, roadway restripings, and provision of access for emergency vehicles in a manner satisfactory to the San Francisco Fire Department.

- **MODIFIED NO BERRY STREET AT-GRADE RAIL CROSSING VARIANT (MODIFIED NO BERRY STREET CROSSING VARIANT)**
- Like Variant 3, Variant 3A would not include the at-grade railroad crossing at Berry Street that is proposed by the project. Under this variant, Berry Street would be extended around the western end of China Basin Channel to Common Street near the intersection of Common and Seventh Streets. The rail crossing across from Hooper Street that is proposed as part of the project would also be proposed under the variant.
- Variant 3A constitutes another way to solve the access difficulties that would be created if no vehicular crossing were built at Berry Street. Due to reduced access to and from the west, city-serving retail development in Mission Bay North on the block west of the I-280 King Street ramp is assumed to be reduced from 222,000 gross sq. ft. with the project to 111,000 gross sq. ft. with the variant. In contrast to Variant 3, this variant would not reduce the number of dwelling units on that block.
- The significant impact of Variant 3 on Fifth and King Streets would not occur under Variant 3A. The intersections of Fourth and King Streets would operate at LOS F under Variant 3A, in contrast to LOS E with the project, and this would be similar to Variant 3. Intersections of Third Street with

King and Townsend Streets would be affected; they would remain at LOS F, as with the project, but delays would increase. Variant 3A would eliminate the new significant emergency access impact found in Variant 3, although emergency access would be more difficult than for the project.

- All significant impacts and mitigation measures identified for the project would also apply to this variant, except those described for the intersections of Berry Street with Seventh Street and except the Mitigation Measure at Fourth and King Streets that would be modified as for Variant 3.

MISSION BAY NORTH RETAIL VARIANT

Variant 4 would change the allocation of land uses between the two blocks bounded by Townsend, Third, Berry, and Fourth Streets in the proposed Mission Bay North Retail land use designation. Under the variant, each of the two blocks would contain nearly the same amount of entertainment-oriented commercial and residential land uses as the other. The amount of total development on the two blocks with the variant would be the same as the total with the project. The Townsend Street block is more accessible to vehicular traffic than the block south of King Street because Townsend Street has more capacity than Berry Street and so is a more appropriate location for land uses with higher vehicle trip generation. This variant would have the same significant impacts as the proposed project and would require the same mitigation measures.

- **CASTLE METALS BLOCK COMMERCIAL INDUSTRIAL/RETAIL VARIANT (CASTLE METALS BLOCK VARIANT)**
- Under Variant 5, the land use designation for the entire block bounded by 16th, Third, and Mariposa Streets (the Castle Metals Block) would be changed from Commercial Industrial and Mission Bay South Retail to Commercial Industrial/Retail. Under the project, the Castle Metals Block is assumed to have about 366,000 gross sq. ft. of Commercial Industrial, 310,000 gross sq. ft. of city-serving retail, and 3,200 gross sq. ft. of neighborhood-serving retail uses. Under the variant, the block is assumed to have about 964,000 gross sq. ft. of research, light-industrial, and office uses, 50,000 gross sq. ft. of city-serving retail, and 3,200 gross sq. ft. of neighborhood-serving retail uses. This would increase the amount of Commercial Industrial uses proposed in Mission Bay South. With less city-serving retail being developed in the Project Area, there could be more retail stimulated to the west and south of Mission Bay. A new height zone for the majority of the area would allow development up to 90 ft. high on 90%, and 160 ft. high on 10%, of the developable land area. The change in use would result in less peak-hour auto traffic in the southeastern part of the Project Area. However, no intersections projected to operate at unacceptable levels would improve to acceptable levels with the variant.

- Other environmental effects would be similar to those of the proposed project. The significant impacts of this variant would be the same as those of the project. No additional mitigation measures have been identified.
- **COMBINATION OF PROJECT FEATURES AND VARIANTS CURRENTLY UNDER CONSIDERATION BY THE PROJECT SPONSORS**
- The project sponsors are considering a combination of variants to the proposed project as a result of public comments and from refinements to the project made by the project sponsors since publication of the Draft SEIR. This combination of variants, as shown on the inside front cover, includes the following:
 - A modified Variant 1, the Terry A. François Boulevard Variant, would realign Terry A. François Boulevard to the west to allow development of open space to the east closer to the San Francisco Bay, would permit Catellus to develop open space on 2 acres of adjacent port property outside the Project Area to create an expanded bayfront open space, and also would permit a small recreation-oriented commercial building to be developed on the adjacent open space within the Project Area;
 - Variant 2, the Esprit Variant, would change the land use designation on that site from Mission Bay South Retail to Commercial Industrial/Retail;
 - A new Variant 3A, the Modified No Berry Street Crossing Variant, would extend Berry Street south to Common Street, rather than have a railroad crossing at Berry Street, and would reduce the retail space in the northwestern-most project block by 50%; and
 - A new Variant 5, the Castle Metals Block Variant, would change the land use designation on that site from Mission Bay South Retail to Commercial Industrial/Retail.
- This combination of variants currently under consideration by project sponsors would not create significant impacts beyond those already identified in the Draft SEIR based on the environmental assessment of the variants individually. For example, the Berry Street extension under this combination of variants would somewhat reduce access to Mission Bay North from the west compared to the project, but not as much as would Variant 3. Even if all variants were to be adopted, the environmental assessment confirms that no new significant impacts other than those identified for each variant would occur.

E. ALTERNATIVES TO THE PROPOSED PROJECT

The Alternatives chapter evaluates three alternatives to the proposed project and, for each alternative, provides a comparative analysis of potential environmental impacts. The alternatives selected for analysis are as follows:

- No Project Alternative (Alternative 1) -- Under this alternative, the Project Area would be developed under the existing zoning, as anticipated by the Association of Bay Area Governments (ABAG) 1996 expected growth projections for the analysis year of 2015, which suggest slightly less than one-half the residential buildout and about one-half the non-residential build-out of the proposed project, and without the proposed Redevelopment Plans.
- Redevelopment North of Channel/Expected Growth South of Channel Alternative (Alternative 2) -- Under this Alternative, Mission Bay North would be developed as described for the proposed project, with a Mission Bay North Redevelopment Plan, whereas Mission Bay South would be developed under existing zoning, as anticipated by ABAG's 1996 expected growth projections for 2015. The result in 2015 would be slightly less than the project's residential buildout and about one-quarter of its non-residential buildout.
- Residential/Open Space Alternative (Alternative 3) -- Under this Alternative, the Project Area would be developed with a full build-out of 10,000 housing units and about 1.9 million square feet of commercial space, almost 70 percent more housing units than the proposed project and about one-fifth the nonresidential build-out, and without the proposed Redevelopment Plans. Larger open space areas would be located around China Basin Channel and a portion of the Bayfront, where a wetlands would be created.

All of the alternatives would result in the same project and cumulative significant unavoidable adverse impacts identified for the project (traffic, vehicular air pollution emissions, potential combined toxic air contaminants, cumulative hazardous waste generation and disposal, cumulative water quality). However, there are differences among the alternatives and the project with respect to these impacts. In general, the alternatives would reduce these identified impacts (because of reduced intensity of development), but not to a less-than-significant level.

The alternatives would involve some impacts that are different from project impacts. Some of those impacts could be mitigated and mitigation measures are identified. The applicable mitigation measures would vary among the alternatives, as described in the Alternatives section. Certain of the impacts caused by the project would be avoided in one or more of the alternatives. Accordingly, mitigation measures would not be required for those alternatives.

Alternative 3 is identified as the environmentally superior alternative. While it would not avoid the unavoidable significant impacts associated with the project, it would reduce most of them. Additional mitigation would be required to avoid impacts from existing hazardous wastes on wetlands and

residential uses associated with Alternative 3. Alternative 3 also was evaluated at full build-out, as with the project analysis, while Alternatives 1 and 2 were evaluated at partial build-out in 2015. Alternatives 1 and 2 at full build-out would generate greater impacts than identified for the analysis year of 2015.

F. AREAS OF CONTROVERSY

- Areas of controversy have been identified from written responses to the Notice of Preparation and in a number of public meetings of the Mission Bay Citizens Advisory Committee. Known areas of controversy about Mission Bay include concerns about: traffic impacts south of Mariposa Street; density of development; visual effects from allowable building heights, especially as would be seen from Potrero Hill; potential water quality and fish and wildlife impacts from increased sewer overflows; sufficiency of proposed risk management plans in preventing potential fish and wildlife and human health impacts from contaminated soils and groundwater; potential impacts on wildlife habitat along China Basin Channel; sufficiency of proposed open space, particularly in Mission Bay North (a project planning issue, rather than a CEQA environmental issue); availability of long-term rental units versus conversion of rental units to for-sale condominiums (a social/economic issue rather than a CEQA environmental issue).
- Issues that arose during the public comment period on the Draft SEIR are addressed in Chapter XII, Summary of Comments and Responses. Other areas of controversy may arise as public hearings are held on the project.

NOTES: Summary

1. Table III.A.1 presents the total amount of development by land use designation.
2. "PM₁₀" refers to particulate matter less than 10 microns in diameter.
3.
 - a) U.S. Department of Health and Human Services Public Health Service, Centers for Disease Control and Prevention, and National Institutes of Health, *Biosafety in Microbiological and Biomedical Laboratories*, 3rd ed., May 1993.
 - b) U.S. Department of Health and Human Services, National Institutes of Health, *Guidelines for Research Involving Recombinant DNA Molecules (NIH Guidelines)*, January 1996.
 - c) National Research Council, *Guide for the Care and Use of Laboratory Animals*, National Academy Press, Washington, D.C., 1996.
4. University of California, San Francisco, Office of Campus Planning, *Long Range Development Plan Final Environmental Impact Report*, SCH. No. 95123032, January 1997, Vol. II, p. 96.

5. *California Health and Safety Code*, Section 25532.
6. University of California, San Francisco, Office of Campus Planning, *Long Range Development Plan Final Environmental Impact Report*, SCH. No. 95123032, January 1997, Volume I, p. S-51.
7. See Figure V.M.7 in "Sewers and Wastewater Treatment" in Section V.M, Community Services and Utilities, showing the Central and Mariposa Basins.

III. PROJECT DESCRIPTION

A. OVERVIEW OF PROJECT

The proposed project consists of two Redevelopment Plans that together would implement the development of the Mission Bay Project Area (Project Area) in San Francisco, which is comprised of approximately 303 acres generally south of Townsend Street, east of Seventh Street and the Interstate 280 (I-280) freeway, north of Mariposa Street, and west of Terry A. François Boulevard and Third Street. Together, the Redevelopment Plans provide for approximately 6,090 housing units north and south of China Basin Channel; about 1.5 million square feet (sq. ft.) of retail space; a new University of California San Francisco (UCSF) site on about 43 acres north of 16th Street, developed by The Regents of the University of California (The Regents) to include up to 2,650,000 sq. ft. of instruction, research, and support space, and a public school site to be donated to the San Francisco Unified School District (SFUSD); up to 5,557,000 sq. ft. of mixed research and development, light manufacturing, and office space surrounding the UCSF site to its west, south, and east; a 500-room hotel between Third and Fourth Streets south of China Basin Channel; off-street parking accessory to most uses; and about 47 acres of open space (including about 8 acres within the UCSF site). A site for police and fire stations would be dedicated on Third Street at Mission Rock Street. The maximum accessory parking allowed for each land use is presented in Table V.E.17 and discussed in "Parking Impacts," in Section V.E, Transportation: Impacts.

The project would include construction, expansion, and/or improvement of infrastructure in the Project Area. The project would include a new street pattern revised from both the existing street pattern and that of the 1990 *Mission Bay Plan*; drainage improvements; expansion of the existing sewer and storm drain system, and the high- and low-pressure water systems; utility trenches and conduit ducts; provision for future rail access to Piers 48, 50 and 80; and relocation of the rail crossing on King Street, east of Seventh Street to a location south of the Channel opposite Hooper Street. See Table III.A.1 for a summary of project land uses, and Table III.A.2 for a summary of land uses by Redevelopment Plan designations./1/

As discussed above, two Redevelopment Plans would be adopted: Mission Bay North and Mission Bay South, divided by China Basin Channel. Each Plan would call for a more specific Design for Development document, which would essentially constitute the zoning and design standards./2/ The *San Francisco General Plan*, the *Waterfront Land Use Plan*, and the San Francisco Planning Code

TABLE III.A.1
SUMMARY OF PROPOSED MISSION BAY DEVELOPMENT BY LAND USE /a/

Land Use	Mission Bay North Redevelopment Area	Mission Bay South Redevelopment Area	Grand Total /b/
Residential (dwelling units)	3,000	3,090	6,090 /c/
Commercial Industrial and Office (gross sq. ft.)	0	5,557,000	5,557,000
UCSF (gross sq. ft.)	0	2,650,000	2,650,000
Retail			
Entertainment-Oriented Retail (gross sq. ft.)	389,000	56,000	445,000
City-Serving Retail (gross sq. ft.)	222,000	583,000	805,000
Neighborhood-Serving Retail (gross sq. ft.)	56,000	201,000	257,000
Hotel (rooms)	0	500	500
Public Open Space (acres)	6	41 /d/	47
Public Facilities (acres)/e/	1.5 /f/	3.7 /f/	5.2

Notes:

- a. Parking is not included in the gross square footage totals given for each land use. Maximum parking allowances are outlined in this section under "Parking and Loading" under "Redevelopment Plans and Proposed Land Uses," and are discussed in Table V.E.17 and "Parking Impacts" in Section V.E, Transportation: Impacts.
- b. The conceptual agreements between the City and Catellus do not cover those portions of the proposed Redevelopment Areas not owned by Catellus. The components of the proposed development program summarized in the Grand Total that are not on land owned by Catellus consist of 90 dwelling units along Third Street, 310,000 gross sq. ft. of City-serving retail on the Castle Metals site, and 250,000 gross sq. ft. of city-serving retail on the Esprit site.
- c. Of the 3,000 dwelling units north of the Channel, 20% would be affordable units. Of the 3,090 dwelling units south of the Channel, the Redevelopment Agency would seek non-profit developers to build approximately 1,100 affordable units, i.e., 37%.
- d. The 41 acres of public open space in Mission Bay South includes about 8 acres of open space on the proposed UCSF site.
- e. The existing Channel Pump Station in Mission Bay North is on about 1.5 acres; the site is not proposed for redevelopment.
- f. In addition to the acreages shown in the tables, land under the I-280 that is not otherwise designated Public Open Space would be designated Public Facilities.

Source: Catellus Development Corporation and San Francisco Redevelopment Agency.

and Zoning Map would be amended to conform with the proposed Redevelopment Plans; the *Mission Bay Plan*, Part II of the *Central Waterfront Area Plan*, would be rescinded. The UCSF site would be developed by The Regents as described in the UCSF 1996 *Long Range Development Plan* (LRDP)/3/, and as analyzed in the UCSF LRDP Final EIR./4/

The project sponsors are the San Francisco Redevelopment Agency (Redevelopment Agency) and Catellus Development Corporation (Catellus). The public/private cooperative effort has several

TABLE III.A.2
PROPOSED MISSION BAY DEVELOPMENT BY REDEVELOPMENT PLAN LAND USE DESIGNATIONS/a/

Land Use Designation	Mission Bay North Redevelopment Area	Mission Bay South Redevelopment Area	Grand Total/b/
Mission Bay Residential			
Dwelling Units/c/	1,920	3,090 /b/	5,010
Neighborhood-serving Retail (gross sq. ft.)	56,000	111,000	167,000
Mission Bay North Retail			
Entertainment-oriented Commercial (gross sq. ft.)	389,000	0	389,000
City-serving Retail (gross sq. ft.)	222,000	0	222,000
Dwelling Units /c/	1,080	0	1,080
Hotel			
Hotel (rooms)	0	500	500
Entertainment-oriented Commercial (gross sq. ft.)	0	56,000	56,000
UCSF Site/d/			
UCSF uses (gross sq. ft.)	0	2,650,000	2,650,000
City School Site (acres)	0	2.2	2.2
Open Space (acres)	0	8	8
Commercial Industrial			
Commercial Industrial (gross sq. ft.)	0	4,163,000	4,163,000
Neighborhood-serving Retail (gross sq. ft.)	0	58,400	58,400
Commercial Industrial / Retail			
Commercial Industrial (gross sq. ft.)		1,394,000	1,394,000
Neighborhood-serving Retail (gross sq. ft.)		31,600	31,600
City-serving Retail (gross sq. ft.)		23,000	23,000
Mission Bay South Retail			
City-serving Retail (gross sq. ft.)	0	560,000 /b/	560,000
Public Facilities (acres, excluding City school site) /f/	1.5 /e/	1.5	3.0
Public Open Space (acres, excluding UCSF)	6	33	39

Notes:

- The locations of the proposed land use designations are shown in Figure III.B.3. Parking is not included in the gross square footage totals given for each land use. Maximum parking allowances are outlined in this section in "Parking and Loading," under "Redevelopment Plans and Proposed Land Uses," and are discussed in Table V.E.17 and "Parking Impacts" in Section V.E, Transportation: Impacts.
- The conceptual agreements between the City and Catellus do not cover portions of the proposed Redevelopment Areas not owned by Catellus. The components of the proposed development program summarized in the Grand Total that are not on land owned by Catellus consist of 90 dwelling units along Third Street, 310,000 gross sq. ft. of city-serving retail on the Castle Metals site, and 250,000 gross sq. ft. of city-serving retail on the Esprit site.
- Of the 3,000 dwelling units north of the Channel, 20% would be affordable units. Of the 3,090 dwelling units south of the Channel, the Redevelopment Agency would select non-profit developers to build approximately 1,100 affordable units.
- Refer to Table III.B.1 for details on the UCSF development program.
- The existing Channel Pump Station, on 1.5 acres of city-owned land, is not proposed for development.
- In addition to the acreages shown in the tables, land under I-280 that is not otherwise designated Public Open Space would be designated Public Facilities.

Source: Catellus Development Corporation and San Francisco Redevelopment Agency.

fundamental purposes (see “Project Sponsors and Their Objectives,” below), including: to provide substantial new housing, including affordable housing; to attract and support the new UCSF site and anticipated spinoff biotechnology and other related development; and to eliminate blight and revitalize the Project Area, which is currently industrial, commercial, or vacant, and is generally underutilized.

B. PROJECT DESCRIPTION

PROJECT AREA AND LOCATION

The Mission Bay Project Area (defined below) lies within the City and County of San Francisco, California (the City), which is located at the northern end of the San Francisco Peninsula, near the center of the nine-county San Francisco Bay Area (Bay Area). The Project Area lies near the eastern shoreline of the City, about 1 mile south of the City’s downtown financial district.

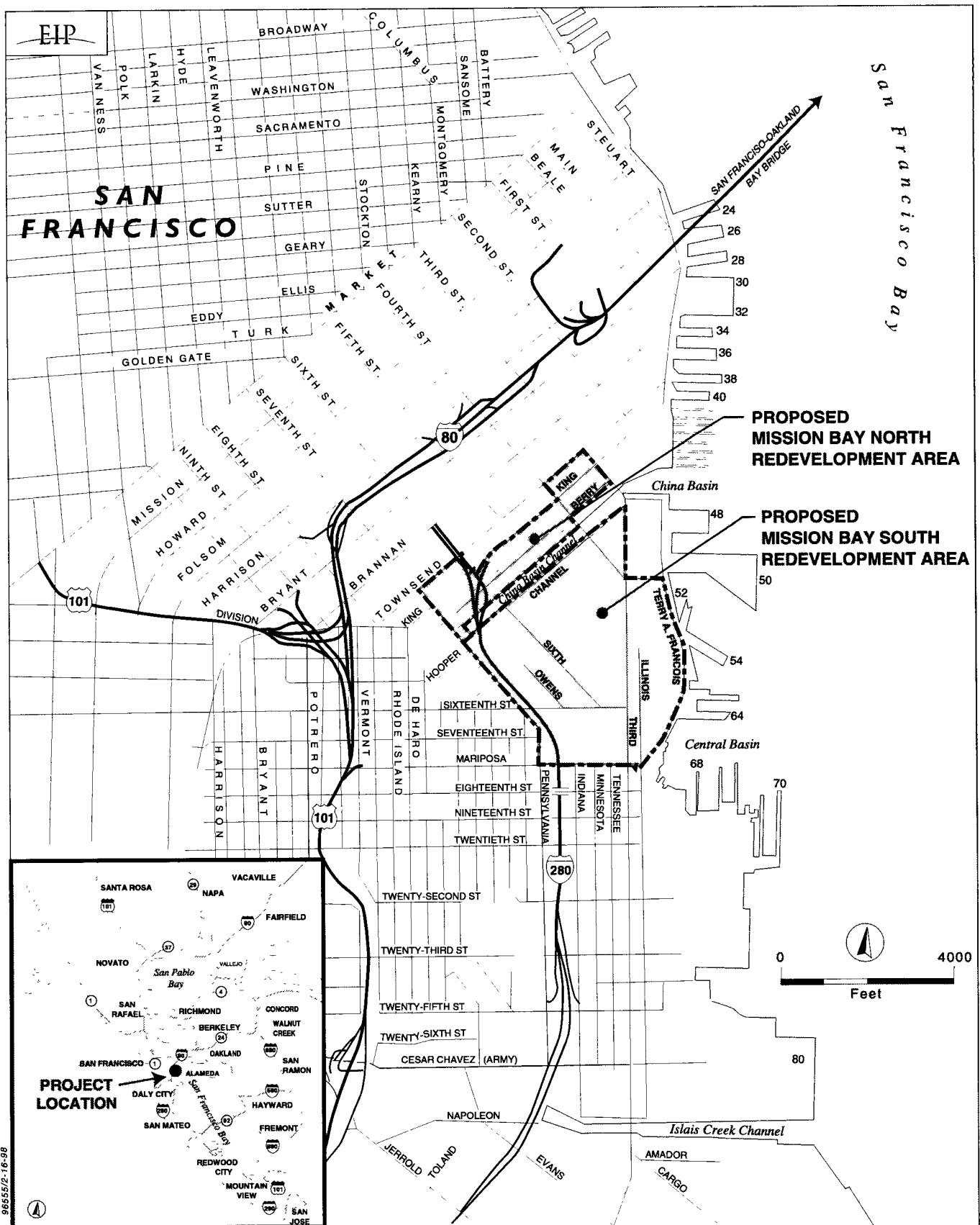
Figure III.B.1 shows the location of Mission Bay within San Francisco, and the boundaries of the proposed Mission Bay North Redevelopment Project (Mission Bay North) and Mission Bay South Redevelopment Project (Mission Bay South), which comprise the Project Area. The inset shows the location of Mission Bay within the Bay Area. For clarity, these two proposed redevelopment projects are referred to herein as the Mission Bay North Redevelopment Area and the Mission Bay South Redevelopment Area.

The Mission Bay Project Area consists of approximately 303 acres, including about 65 acres north of China Basin Channel (the Channel) and 238 acres south of the Channel. The Mission Bay Project Area is generally bounded by Third and Townsend Streets on the north, Seventh and Pennsylvania Streets on the west, Mariposa Street on the south, and Terry A. François Boulevard (formerly China Basin Street) and Third Street on the east. The Project Area does not include the Channel.

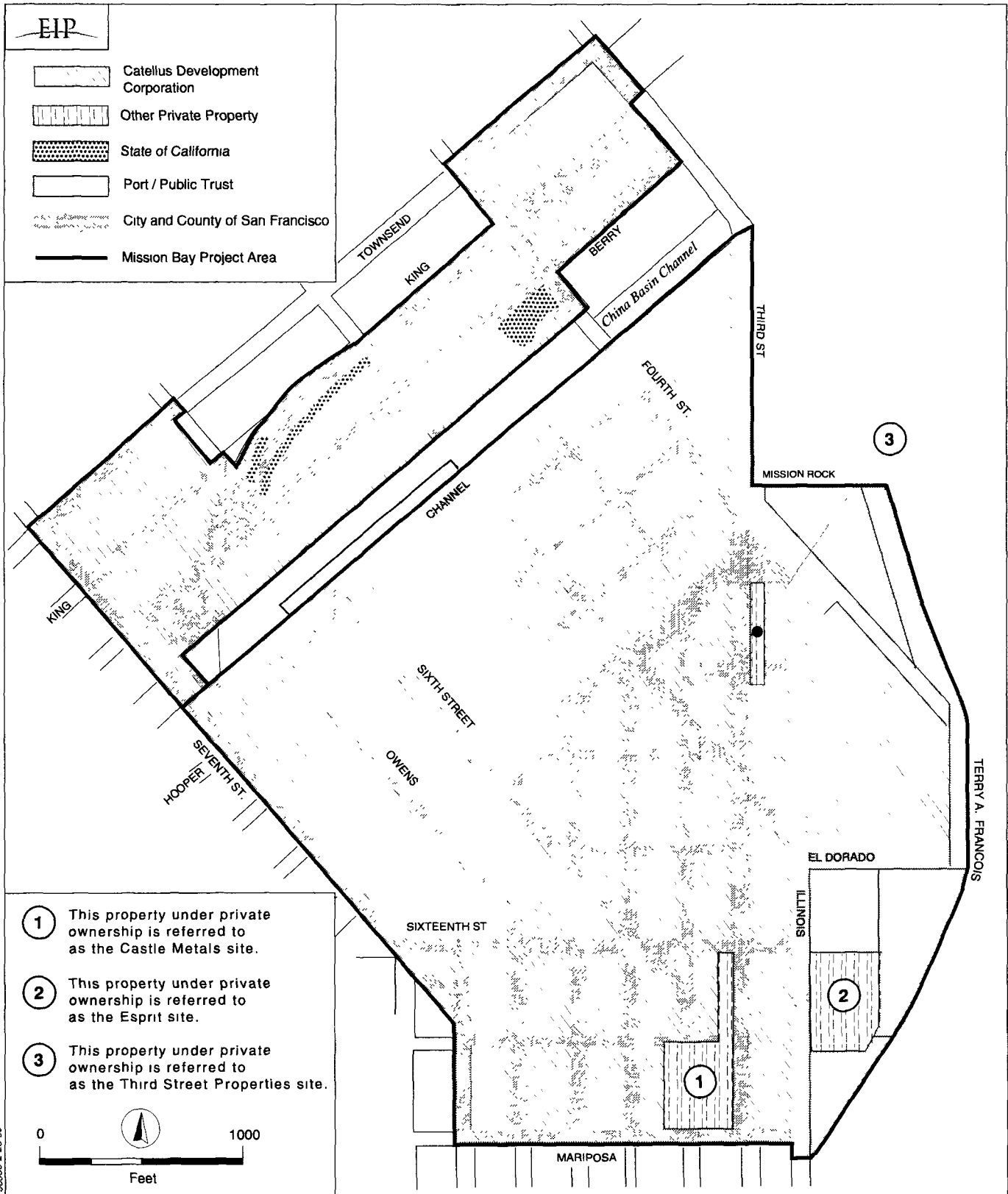
Catellus owns the majority of property within the Project Area and is, therefore, a major participant in the proposed project. Other owners of property in the Project Area include the City and County of San Francisco, the Port of San Francisco, the State of California, and other private parties.^{5/} Figure III.B.2 shows Project Area land ownership as of January 1, 1998.

PROJECT SPONSORS AND THEIR OBJECTIVES

The proposed Redevelopment Plans are the means for implementing concepts set forth by the Mayor of San Francisco. On September 30, 1996, Mayor Willie L. Brown, Jr. sent a letter to the San Francisco Redevelopment Commission describing and supporting Catellus’ proposal for Mission Bay



SOURCE: EIP Associates



SOURCE: KCA Engineers, San Francisco Department of City Planning

MISSION BAY SUBSEQUENT EIR
FIGURE III.B.2 MISSION BAY PROJECT AREA
LAND OWNERSHIP AS OF JANUARY 1, 1998

North. In a subsequent letter dated March 3, 1997, Mayor Brown outlined the conceptual agreement between Catellus and the City with regard to the development of Mission Bay South. This non-binding letter included a general description of land uses proposed for Mission Bay to be studied for feasibility as well as a discussion of the proposed land transfers by the City and Catellus to The Regents (for the development of the new UCSF site). In a July 7, 1997, letter, the Mayor forwarded the "conceptual framework" for Mission Bay South to the Redevelopment Agency and requested that the Redevelopment Agency begin preparation and review of pertinent study documents.

The Redevelopment Agency and Catellus are the co-sponsors of the project. The primary objectives of the project sponsors are:/6/

- A. Eliminating blighting influences and the correction of environmental deficiencies in the Project Area, including, but not limited to, abnormally high vacancies, abandoned buildings, incompatible land uses, depreciated or stagnant property values, and inadequate or deteriorated public improvements, facilities, and utilities.
- B. Retaining and promoting, within the City and County of San Francisco, academic and research activities associated with the University of California San Francisco, which seeks to provide space for existing and new programs and consolidate academic and support units from many dispersed sites at a single major new site which can accommodate the 2,650,000-gross-sq.-ft. program analyzed in the UCSF 1996 LRDP.
- C. Assembling of land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area.
- D. Replanning, redesigning, and developing of undeveloped and underdeveloped areas which are improperly utilized.
- E. Providing flexibility in the development of the Project Area to respond readily and appropriately to market conditions.
- F. Providing opportunities for participation by owners in the redevelopment of their properties.
- G. Strengthening the community's supply of housing by facilitating economically feasible, affordable housing through the installation of needed site improvements and expansion and improvement of the housing supply by the construction of approximately 6,090 market-rate units, including 1,700 units of very low-, low- and moderate-income housing.
- H. Strengthening the economic base of the Project Area and the community by strengthening retail and other commercial functions in the Project Area through the addition of approximately 1.5 million gross sq. ft. of retail space, a major hotel, and about 5,557,000 gross sq. ft. of mixed office, research and development, and light manufacturing uses.
- I. Facilitating emerging commercial-industrial sectors, including those expected to emerge or expand due to their proximity to the UCSF new site, such as research and development, biotechnical research, telecommunications, business service, multi-media services, and related light industrial through improvement of transportation access to commercial and industrial areas, improvement of safety within the Project Area, and the installation of needed site

improvements to stimulate new commercial and industrial expansion, employment, and economic growth.

- J. Facilitating public transit opportunities to and within the Project Area to the extent feasible.
- K. Providing land in an amount of approximately 47 acres for a variety of open spaces.
- L. Achieving the objectives described above in the most expeditious manner feasible.

REDEVELOPMENT PLANS AND PROPOSED LAND USES

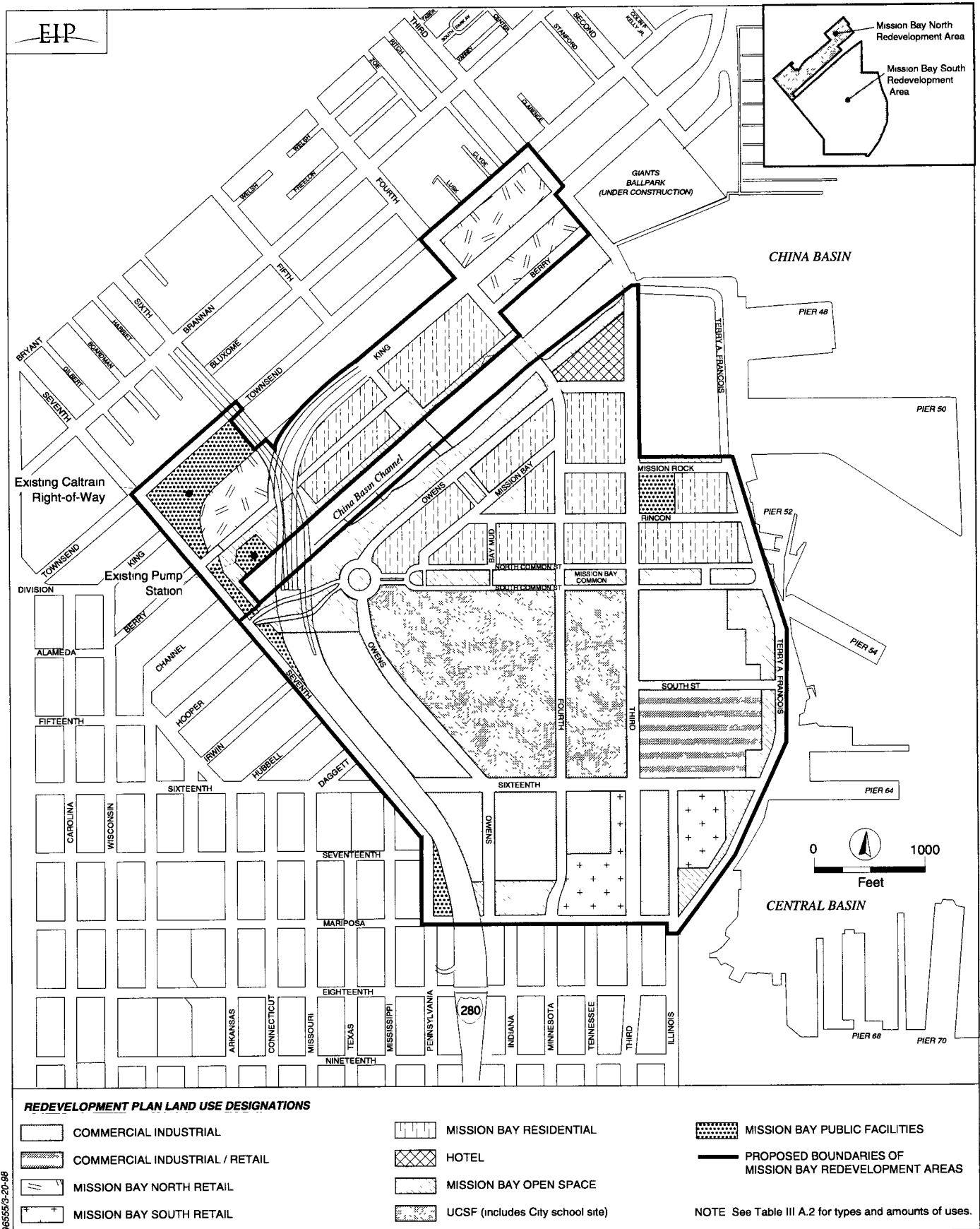
Proposed Land Uses

The proposed Redevelopment Plans for Mission Bay North and Mission Bay South set forth land uses under the following land use designations: Mission Bay Residential, Mission Bay North Retail, Hotel, UCSF, Commercial Industrial, Commercial Industrial/Retail, Mission Bay South Retail, Public Facilities, and Open Space, as shown in Figure III.B.3 and as described below. The land use descriptions provide a broad overview of the types of uses contained in the Redevelopment Plans and analyzed in this SEIR.

Mission Bay Residential

The principal uses in the Mission Bay Residential land use designation, included in both the Mission Bay North and Mission Bay South Redevelopment Plans, would be residential (including live/work) and neighborhood-serving retail. Neighborhood-serving uses would be designed primarily to serve the residents and employees of the immediate neighborhood (referred to as local-serving businesses in the Redevelopment Plans). Uses could include neighborhood-serving retail sales and services, arts activities, home and business services, restaurants, and small (local-serving) offices, such as professional and medical services offices above the ground floor. Secondary uses within this land use designation include uses such as group housing; small offices on the ground floor; small institutional uses, such as residential care, child care, job training, church, and social service facilities; and animal care (e.g., veterinarian) services./7/

Approximately 6,090 residential units would flank the north and south sides of China Basin Channel, including a mix of market rate and affordable/8/ units, as well as a mix of rental and for-sale units. Of these 6,090 units, approximately 5,000 are planned for the Mission Bay Residential blocks and the balance would be included in the blocks designated Mission Bay North Retail, as discussed below.



96555/20-98

SOURCE: San Francisco Redevelopment Agency

To meet the project objective of expansion and improvement of the community's supply of very low-, low-, and moderate-income housing, approximately 1,700 units of the 6,090 total units would be affordable units. Approximately 4,390 units would be market rate.

Differentiating between Mission Bay North and Mission Bay South, of the approximately 3,000 dwelling units north of the Channel, 600 (20%) would be affordable units, and 2,400 (80%) would be market rate. Of the approximately 3,090 dwelling units south of the Channel, 1,100 (36%) would be affordable units, and 1,990 (64%) would be market rate./9/

It is anticipated that the majority of the dwelling units would be contained in five-story structures of flats and apartments on top of one or two levels of at-grade and above-grade parking. Dwelling units may also be constructed in tower structures up to 160 feet in height, except within 100 feet of the north side of the Channel, and on those parcels fronting Terry A. François Boulevard as further discussed below in "Height and Bulk" under "Redevelopment Plans and Proposed Land Uses." Some dwelling units with street-level entries may screen parking uses by wrapping around shorter parking garages within the Mission Bay Residential areas. Common private open space could be developed on these interior parking podiums. There may also be freestanding parking garages.

Portions of the ground floors of residential buildings would contain neighborhood-serving uses, such as retail sales and services. Neighborhood-serving offices would be permitted above the ground floor and would be authorized as secondary uses at the ground floor, within residential buildings./10/ There would be up to 56,000 gross sq. ft. of neighborhood-serving retail north of the Channel and 111,000 gross sq. ft. south of the Channel within the Mission Bay Residential land use designation./11/

Mission Bay North Retail

The Mission Bay North Retail land use designation would contain predominantly retail uses (611,000 gross sq. ft. of retail space, including 389,000 gross sq. ft. of entertainment-oriented commercial and 222,000 gross sq. ft. of city-serving retail), with approximately 1,100 units of housing (including potential live/work). Uses could include retail sales and services; institutional uses; group housing; arts activities and spaces; neighborhood-serving offices; assembly and entertainment, including theaters; restaurants; bars; automotive services; and animal care services (as defined previously).

Up to 389,000 gross sq. ft. of entertainment-oriented commercial uses would be located at the northern end of the Project Area across Third Street from the approved San Francisco Giants Ballpark. Entertainment-oriented commercial means commercial uses that have an entertainment

purpose or support nearby entertainment uses. These entertainment-oriented uses are intended to complement the ballpark. Various retail programs could be built under the proposed Redevelopment Plan. For purposes of analysis in this SEIR, the land use program is assumed to include a state-of-the-art theater complex with up to 25 screens, retail uses with an emphasis on sports, small stores that promote a street-level experience, theme restaurants, new technology and/or game-related retail uses, and other restaurants./12/

Approximately 222,000 gross sq. ft. of retail space, in the western corner of the north of Channel area, would be designed to draw customers from the entire City (referred to as city-serving retail in this SEIR).

Off-street parking to accommodate the above land uses would be provided either within separate structures or in attached garages.

Mission Bay South Retail

Similar to the Mission Bay North Retail land use designation, the Mission Bay South Retail designation would include up to 560,000 gross sq. ft. of city-serving retail, which would primarily be located on Mariposa and Third Streets (310,000 gross sq. ft. on the Castle Metals site) and on Illinois Street (250,000 gross sq. ft. at the Esprit site), as shown in Figure III.B.3. Principal uses are substantially similar to those in the Mission Bay North Retail designation, except that residential uses and theaters are excluded. Secondary uses could include institutions, entertainment uses, and automotive services.

Hotel

The Hotel land use designation would include a 500-room hotel, and associated facilities, including banquet and conference facilities and up to 56,000 gross sq. ft. of entertainment-oriented commercial uses between Third and Fourth Streets on the south side of the Channel. Principal uses in the hotel district could include retail business and personal services, arts activities and spaces, nighttime entertainment, catering, and animal care services (as defined previously). Movie theaters would not be allowed under this land use designation.

University of California San Francisco Site

The University of California is exempt under Article 9, Section 9, of the State Constitution from local planning, zoning, and redevelopment regulations whenever land under its control is used for

educational purposes. That portion of the Project Area within the UCSF site to be developed as a city school site for the San Francisco Unified School District or as public open space, and the dedicated public streets (e.g., Fourth Street) would be subject to the jurisdiction of the City, the Redevelopment Agency, and the School District and state agencies with jurisdiction over public school construction. UCSF has chosen to work cooperatively with local governments regarding land use and planning issues in order to assure that the mutual interests of the local jurisdiction and UCSF are addressed. To that end, the Goals and Objectives for the UCSF 1996 *Long Range Development Plan* (LRDP) indicate that UCSF will develop its uses and plan for growth consistent with city planning and zoning codes and applicable land use plans./13/

The UCSF site would be developed on about 43 acres of land that will be donated by Catellus and the City to The Regents. Up to 2,650,000 gross sq. ft. of space at full build-out, exclusive of parking and the proposed public school, but including instruction, research, and support functions would be developed, as shown in Table III.B.1./14/ In addition to the building space, parking would be developed at a ratio of two spaces per 1,000 gross sq. ft., totaling up to 5,300 parking spaces in structured parking garages./15/

The site would include about 8 acres of open space plus internal pedestrian and vehicle circulation areas. As shown in Table III.B.1, UCSF plans to build approximately 1,220,000 gross sq. ft. of research space, 160,000 gross sq. ft. of classroom space (instruction), and 1,270,000 gross sq. ft. of support space. The research space would include laboratories. There would be no major clinical space, meaning no hospital; however, a small community clinic staffed by UCSF physicians could be located at the site.

Research space would include research conducted in laboratories and offices with their associated research support activities, such as cold rooms, glass wash, and microscopy. The minor amount of classroom space would support seminar type instruction associated with the post-doctoral biomedical research function of the major new site for UCSF./16/ Support space would include four different types of space as indicated in Table III.B.1: academic support, academic and campus administration, campus community, and logistics. Academic support space would be used for functions that support the academic enterprise, such as library and animal care. Academic and campus administration support space would house all administrative activities, including offices for senior administrators (deans, directors, etc.) as well as related academic service facilities, such as conference rooms and copying facilities. It would also be used for nonacademic support functions typically serving the site as a whole, such as police, personnel, and accounting. Campus community space would provide space for activities and amenities such as relaxation and socializing, enjoyment of the natural environment, recreation, fitness, child care, food service, and community clinic. Logistics space

TABLE III.B.1
UNIVERSITY OF CALIFORNIA SAN FRANCISCO
DEVELOPMENT PROGRAM FOR MISSION BAY SITE

Type of Space	Gross Sq. Ft.
Instructional	160,000
Research	1,220,000
Clinical	0
Support:	
Academic Support	265,000
Academic/Campus Administration	475,000
Campus Community	160,000
Logistics	<u>370,000</u>
Subtotal Support	1,270,000
TOTAL /a/	2,650,000

Note:

a. Excluding parking.

Source: University of California San Francisco, *1996 Long Range Development Plan*, adopted January 1997, p. 170.

would be used for the variety of activities involved in operating, maintaining, and repairing the physical facility, such as materials delivery and storage, machine shops, service yards, and utilities.

To serve the needs of the major new site, a utility master plan would be developed./17/ A new central utilities plant to supply the new site with its own steam and electric power would likely be built once a critical mass of buildings is constructed./18/ The central utilities plant could include a cogeneration unit. Boilers, chillers, primary electrical service, and emergency generators would be consolidated at one location. The plant would provide centralized utilities management systems, centralized fire and alarm systems, and centralized maintenance. Until a central utilities plant is built, individual buildings would rely on local public utility services.

The UCSF site would include 2.2 acres of land set aside for an SFUSD public school./19/ The school location would be identified in consultation with the SFUSD but would likely be located adjacent to The Common within the UCSF site.

Commercial Industrial

The Commercial Industrial land use designation would meet the project sponsors' objective of facilitating emerging commercial industrial sectors, such as research and development, biotechnical or semiconductor research, telecommunications, business service, multimedia services, and related light industrial, to the extent possible. The principal land uses within Commercial Industrial would include uses such as light manufacturing; industrial or chemical research laboratories; experimental laboratories; wholesaling, including warehousing; office; home and business services, including construction contractors' offices, printing, and carpentry; animal care services (e.g., commercial kennel); and automotive services./20/ Proposed Commercial Industrial uses in the Project Area total about 5,557,000 gross sq. ft. Up to 4,163,000 gross sq. ft. of Commercial Industrial uses would be allowed within this land use designation. The remaining 1,394,000 gross sq. ft. are included in the Commercial Industrial/Retail designation below./21/ Up to 58,400 gross sq. ft. of neighborhood-serving retail would also be developed. Heavy manufacturing, including large production-scale manufacturing, semiconductor manufacturing, and other similar manufacturing uses would not be included in this land use category. Secondary uses could include uses such as institutions and nighttime entertainment.

The project sponsors expect that the types of research and development may include biotechnology, semiconductor, and computer work. Because a major UCSF site would likely be a magnet for biotechnology research, an emphasis on biotechnology is anticipated. In addition, multimedia and software companies are expected to locate in the Project Area due to the presence of such companies to the north and west of the Project Area and to the increasing demand for such space.

Commercial Industrial buildings are expected to be developed to the lot lines. The neighborhood-serving retail would occupy ground-floor space in various buildings and parking structures within the Commercial Industrial areas. Usable private open space could include at-grade plazas and courtyards.

Commercial Industrial/Retail

The principal land uses within the Commercial Industrial/Retail land use designation would be as described for the Commercial Industrial areas and would include city-serving retail and institutional uses. Up to 1,394,000 gross sq. ft. of research/light industrial/office, and up to 23,000 gross sq. ft. of city-serving retail uses would be allowed. About 31,600 gross sq. ft. of neighborhood-serving retail would occupy ground-floor space in various buildings and parking structures within the Commercial Industrial/Retail area. Secondary uses could include uses such as institutions and nighttime entertainment.

Public Facilities

Several existing and planned public facilities would comprise the Public Facilities land use designation.

Fire Station No. 30, which is no longer in service, is on Third Street at Mission Rock Street. Catellus would convey approximately 1.26 acres adjacent to the existing station to the City for a police/fire station within Mission Bay South. Combined with the area containing the existing fire station, the total acreage would be 1.52 acres.

The Channel Pump Station at the southwestern end of China Basin Channel pumps combined sanitary sewage and rainfall runoff to the Southeast Water Pollution Control Plant. The pump station would not be changed by the project.

Within the Mission Bay Project Area are the Caltrain tracks running through the block bounded by Townsend, Sixth, Berry, and Seventh Streets and turning south under I-280./22/ These tracks would not be altered as part of the project. There are also open lots and storage areas under the elevated I-280 freeway which would not be altered as part of the project.

Open Space

Approximately 47 acres of public open space would be provided as part of the project, 6 acres in Mission Bay North and 41 acres in Mission Bay South, including 8 acres within the UCSF site. Public open space would be created and improved along the Channel, and within the residential and retail areas. Public open space would include a square at Fifth Street, a promenade along the north side of the Channel, a linear park along the south side of the Channel, park areas near the pump station, and a triangular park in the middle of the southern residential areas. The Common, a landscaped open space approximately 130 feet wide between two parallel streets, would bisect the Project Area from east to west. The Channel edges would be improved with public open space and viewing promontories, and a pedestrian bridge is proposed to be built across the Channel at approximately Fifth Street, subject to obtaining the required permits and approvals. The existing pump station at the western end of the Channel would remain. Public open space would be outfitted with amenities appropriate for the proposed use. These could include, for example, public restrooms, furniture, picnic areas, drinking fountains, and/or play equipment. Proposed public open space is discussed in "Proposed Project Open Space," under "Recreation and Parks: Impacts" in Section V.M, Community Services and Facilities.

Existing, Temporary, and Interim Uses

Existing Uses

Under the proposed Redevelopment Plans, existing uses could remain in the Project Area until new development implementing the Redevelopment Plan is undertaken. Some limited ability would be provided to change uses and to enlarge, intensify, extend, or expand existing structures to accommodate business operations. A discussion of existing business activity and employment is provided in "Existing Business Activity and Employment" under "Project Area" in Section V.C, Business Activity, Employment, Housing, and Population: Setting.

Temporary Uses

Temporary uses such as fairs, carnivals, truck parking and loading, seasonal sales lots, and convention staging facilities would be permitted in the Project Area for up to 90 days under the proposed Redevelopment Plans.

Interim Uses

Interim uses would be permitted throughout the Project Area at the discretion of the Redevelopment Agency pending ultimate build-out with development program uses. Under the proposed Redevelopment Plans, the Redevelopment Agency may use or permit the use of any land in the Project Area for interim uses, as defined below, for an initial time period of up to 15 years, with additional five-year extensions at the discretion of the Redevelopment Agency. As defined in the Redevelopment Plans, interim uses would include temporary structures and offices that are incidental to the proposed new development. These might include sales or rental offices for new residential development, construction staging for development, and other staging that would occur in connection with the development of proposed project uses. Open recreational uses, parking, truck parking, and storage would also be allowable interim uses. Uses that require permits and are not exempt from the California Environmental Quality Act (CEQA) would require separate environmental review at the time they are proposed; such uses are not covered in this SEIR because their type, location, and timing are unknown.

Proposed Interim Use - Giants Ballpark Parking and UCSF Surface Parking

There are two interim surface parking uses currently proposed by the project sponsors in Mission Bay South. Parking just south of the Channel would be for San Francisco Giants Ballpark use and parking

north of 16th Street and west of Third Street would be for UCSF site uses as shown in Figure III.B.4. Current plans are that the ballpark lots would occupy the site until 2005. The UCSF surface parking would continue until UCSF determines that structured parking is necessary. Additional interim parking may also be provided for UCSF depending on the timing and scope of future development, and whether such development supports construction of structured parking. Parking lots currently proposed on the UCSF site include about 1,000 parking spaces on about 15 acres in the southern portion of the UCSF site.

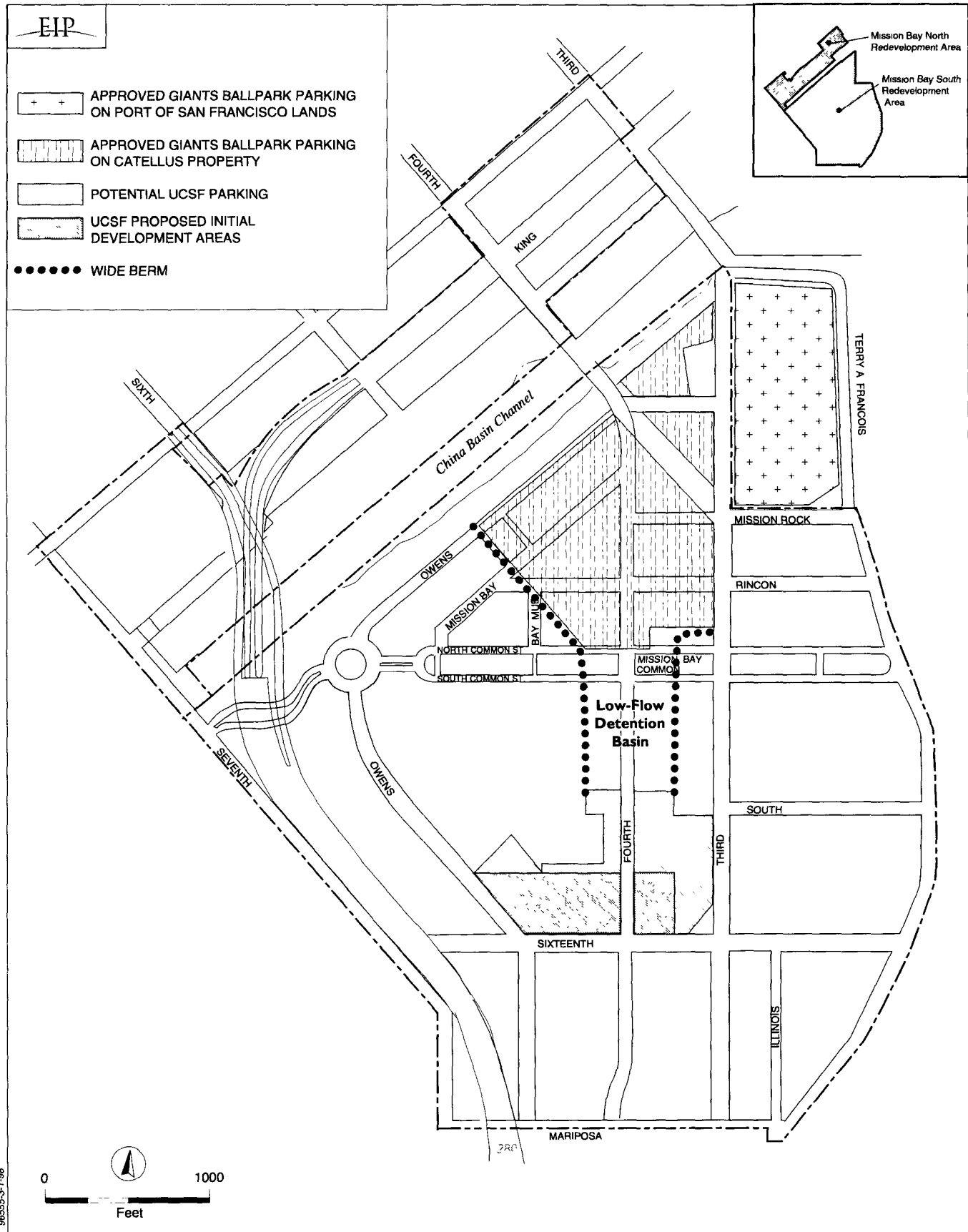
Parking agreements between Catellus and the Giants for the first five years of ballpark operation include surface parking for about 3,250 vehicles on about 20 acres. Ballpark parking areas include Catellus and port-owned land on both sides of Third Street south to the proposed North Common Street. On about 13 acres of port property adjacent to the Project Area, surface parking for about 2,000 vehicles would be provided for the first 10 years of ballpark operation, until 2010. The ballpark parking for about 5,000 vehicles has been approved by the Zoning Administrator in conjunction with approval of the Giants Ballpark. It would be consistent with the interim use provisions of the proposed Mission Bay South Redevelopment Plan.

The proposed interim parking lots would contain lighting as well as a minimum amount of raised curbs to facilitate efficient surface drainage. It is unlikely that major capital improvements would be constructed and thus, only limited landscaping would be installed. The development of interim use surface parking in these areas would likely require an interim drainage system to offset the increased amount of overland flows from the increase in impervious surface (about 35 acres in total under the illustrative scenario shown in Figure III.B.4).

The development of interim paved parking lots would increase surface water flows in the Project Area. The interim drainage plan, as currently conceived, would include the construction of one or more shallow, surface detention basins bounded by berms. Drainage from the lots would be connected with the City's combined collection system. "Interim and Temporary Uses," under "Sewers and Wastewater Treatment: Impacts" in Section V.M, Community Services and Utilities, includes a discussion of interim drainage.

Transportation Facilities and the Revised Street Pattern

As shown in Figure III.B.3, the existing street pattern (shown in Figure III.B.1) would be changed, although Third Street, 16th Street, and the lower portion of Owens Street would remain in substantially their current alignments. Owens Street would be extended south to Mariposa Street and north to a circle and then northeast along the southern Channel edge to Fourth Street, to the south of



MISSION BAY SUBSEQUENT EIR
FIGURE III.B.4 ILLUSTRATIVE INTERIM
PARKING AND DRAINAGE PLAN

the current Channel Street, which would be replaced as part of the development of a park along the Channel. Berry Street would be vacated and closed between Fourth and Fifth Streets, except for driveway access to residential buildings. Fourth Street would be realigned south of the Channel; Fourth Street would no longer intersect with Third Street, but would run south parallel to Third Street, ending at Mariposa Street opposite Minnesota Street's intersection with Mariposa Street. A series of new east-west streets would be created. Streets in the Project Area would contain on-street parking for all or part of the day, except for parts of Owens Street and Berry Street, and all of (proposed) South Street, 16th Street, and Third Street. Street names, such as South Street, are not permanent names but are assumed for the purpose of this SEIR analysis.

Within certain large areas, including the UCSF site, and the area between South Common Street, 16th Street, and the area east of Third Street, there would be few improved public streets open to vehicular traffic, as shown in Figure III.B.3. These large areas would contain private streets and public easements for public access and use, which could function primarily as utility corridors, and/or view corridors.

The Caltrain tracks would remain in place. Regarding other rail access, the Port of San Francisco and Catellus have developed options for the relocation of rail access through the developable parcels in the Project Area to facilitate development. For the purposes of this SEIR, it is assumed that the rail access would be relocated along 16th Street.

To provide a pedestrian link between the northern and southern sides of the Channel in addition to the existing Lefty O'Doul and Peter Maloney Bridges (on Third and Fourth Streets), the project is proposed to include a pedestrian bridge approximately in alignment with Fifth Street, subject to acquisition of the necessary permits and approvals. The bridge would be controlled in coordination with the operation of the Lefty O'Doul and Peter Maloney Bridges to allow boat traffic underneath.

Although not part of the planned project, the MUNI Third Street light rail extension between Market Street and the Bayshore station is proposed to be located along Fourth and Third Streets through the Project Area. A MUNI substation is proposed to be located in the proposed public open space at Terry A. François Boulevard and Mariposa Street. MUNI estimates that the first phase of light rail operation will begin in 2003.

Infrastructure Improvements

The project includes improvements and extensions of existing infrastructure as well as new construction for the low- and high-pressure water supply systems and sewer systems.

In Mission Bay North and Mission Bay South, the project includes improvements to the existing low-pressure water system and construction of new water supply lines to unserved areas of the project. See "Low-Pressure Water System," under "Water Supply: Impacts" in Section V.M, Community Services and Utilities.

The existing Auxiliary Water Supply System (AWSS), which is used for fire-fighting, is not fully developed in the center of the Project Area; therefore, it would be extended into the Project Area. The project's AWSS would connect to the City's AWSS through existing lines in Third Street and Mariposa Street. The Mission Bay North system would be connected with the proposed Mission Bay South system by a new line near Seventh Street and Berry Street, and a relocated line connecting the Fourth Street line with the Third Street line. Three new suction inlets used for fire-fighting water supply would be located in the Channel and four in the Bay; these would provide Mission Bay with a total of 11 suction inlets (6 in the Channel and 5 in the Bay). See "Fire-Fighting Water Supply," under "Water Supply: Impacts" in Section V.M, Community Services and Utilities.

Major changes are proposed to the existing sewer infrastructure to accommodate the project. The City and County of San Francisco are generally served by combined sewers, which are sewers that carry both sanitary sewage and stormwater. North of the Channel additional combined sewer lines would connect to existing combined sewer facilities.

The area south of the Channel would have an area served by combined sewers and an area served by separated sewers. The existing combined sewer system along 16th Street and between 16th Street and Mariposa Street would be improved with new combined sewer lines. A new auxiliary sewer line would be constructed in the southeastern portion of the Project Area to increase storage capacity. See "Sewer Infrastructure Improvements," under "Sewers and Wastewater Treatment: Impacts" in Section V.M, Community Services and Utilities, for further explanation.

In the central area south of the Channel, roughly between the Channel and 16th Street, a system of separate sanitary-sewage-only and stormwater-only lines is proposed. The sanitary sewer system would transport sewage to the City's existing combined sewer system. Sewage west of Fourth Street would flow to the existing Channel Street storage sewer near the existing Sixth Street overflow outfall, and sewage east of Fourth Street would drain to the east end of the Channel Street storage sewer near the Peter Maloney Bridge. Some existing sewer lines would need to be relocated to conform with proposed street rights-of-way. The stormwater-only system would divert the "initial flows" of each storm to the Channel Street storage sewer for later treatment at the City's Southeast Water Pollution Control Plant. Stormwater flows in excess of the initial flows would be diverted to the Bay or the southern edge of the Channel through four new stormwater outfalls.

Urban Form and Design

Each of the two Redevelopment Plans provides for a Design for Development document that includes more specific design standards, such as height, bulk, and density parameters that apply to all of the proposed development, except UCSF. The design standards, for the most part, reflect the Goals and Objectives of the UCSF *1996 Long Range Development Plan*, which in turn has been adopted by UCSF. In addition, development in each of the Redevelopment Areas will be subject to Owner Participation Agreements and other agreements which generally include, among other components, Scope of Development documents that provide additional design guidelines. The following describes the design standards and guidelines and the conceptual development plan. The conceptual development plan is subject to change, within the parameters set forth by the Redevelopment Plans and the Design for Development documents.

The Redevelopment Agency, together with the Mission Bay Citizens Advisory Committee (CAC), its Design Subcommittee and Catellus Development Corporation, have prepared a Design Standards and Guidelines document (as revised March 30, 1998). This document will not be adopted by the Redevelopment Agency Commission or the Board of Supervisors; however, it has been endorsed and accepted by the CAC and is the underlying document for the Designs for Development for Mission Bay North and Mission Bay South. The design standards and area-wide guidelines in the CAC-endorsed Design Standards and Guidelines will be incorporated in the two Design for Development documents, along with Planning Code Standards as referenced in this environmental document (e.g., loading requirements). Those parcel- or owner-specific guidelines will be incorporated in the scope of development documents for Mission Bay North and Mission Bay South.

Overview

The northernmost two blocks of the proposed Mission Bay North Redevelopment Area, bounded by Third, Townsend, Fourth, and Berry Streets, facing the approved San Francisco Giants Ballpark, would emphasize entertainment-oriented commercial uses. Twenty percent of the area within these blocks could include buildings from 120 feet to 160 feet tall.

The remainder of the Mission Bay North Redevelopment Area would include housing and retail. Close to the Channel (within 100 feet), building heights would step down to an average height of 65 feet and to an average height of 50 feet within 20 feet of the landscaped walkway along the Channel. Retail and housing would lie on the western side of I-280, connected by Berry Street and a northbound surface roadway adjacent to the I-280 off-ramp, and by public open space under the I-280 freeway to the rest of Mission Bay North.

The Channel edges would be modified to provide public access through improvements that include a pedestrian circulation system along the top of the Channel banks on the north and south sides; promontory areas overlooking the Channel; a proposed pedestrian bridge over the Channel linking Fifth Street to the future Owens Street; stabilization of the banks of the Channel with riprap/23/; and landscaping with salt-tolerant vegetation.

Within the Mission Bay South Redevelopment Area, the area along the southern edge of the Channel would be public open space and residential. The rest of the primarily residential uses would lie between the Channel and the UCSF and Commercial Industrial areas. Some residential towers of up to 160 feet are anticipated to be built along certain locations of intense activity, such as King Street, Third Street, and Fourth Street.

Proceeding south, UCSF would be bordered by Commercial Industrial areas to the west, south and east. As shown in Figure III.B.5, buildings within certain areas adjacent to the freeway would not exceed the height of the freeway. Buildings adjacent to I-280 from Irwin Street to just south of 16th Street, would be partially restricted within the first 100 feet adjacent to the freeway, and would not exceed the height of the freeway for a minimum of 60% of that freeway frontage for each of the adjacent development blocks. Buildings on the Castle Metals and Esprit sites and along the public open space on Terry A. François Boulevard would be restricted in height to 90 feet or less. There would be large retail uses in the south between 16th and Mariposa Streets near Third Street. Along the edge of Terry A. François Boulevard near the Bay, a park would stretch from Mission Rock Street to Mariposa Street.

Height and Bulk

Figure III.B.5 shows the nine proposed height zones for the Project Area. Height zones specify maximum building height, excluding ancillary mechanical devices and exhaust stacks on rooftops./24/ Mechanical penthouses could extend an additional 15 feet for residential and office uses above the heights discussed below. Mechanical penthouses for light industrial, research and development uses, and the instructional, research, and support uses at the UCSF site, could extend higher, about an average of 20 to 24 feet. Exhaust stacks above these mechanical penthouses could extend an additional height of 12 feet or more. Proposed height zones would provide flexibility in locating the taller buildings within each zone. The height zones specify limits by percentage of developable area as shown in Figure III.B.5 and Table III.B.2. Developable area means all land within a height zone except designated public open space, the streets, or utility easements. The Design for Development documents would apply bulk restrictions (except on the UCSF site) to control the length and width of all buildings above 90 feet tall./25/

TABLE III.B.2
PROVISIONS GOVERNING HEIGHT ZONES IN PROPOSED MISSION BAY REDEVELOPMENT AREAS

Height Zones/a/	HZ-1a	HZ-1b
Base Height		
% of developable area	80 ft.	65 ft.
sq. ft. of developable area/b/	30% 111,078 sq. ft.	75% 606,682 sq. ft.
Mid-Rise Height		
% of developable area	120 ft.	90 ft.
sq. ft. of developable area	50% 185,130 sq. ft.	10% 80,891 sq. ft.
Tower Height		
% of developable area	160 ft.	160 ft.
sq. ft. of developable area	20% 74,052 sq. ft.	15% 121,336 sq. ft.
Maximum number of towers at maximum bulk and height	4	6
Location	N.A.	No buildings above 65 ft. within 100 ft. of existing north Channel property line; no buildings above 90 ft. south of Berry Street. Maximum average height of 50 ft. to a depth of 20 ft. along channel edge.
Corners	No intersection to allow more than 3 towers within 50 ft. of a corner	No intersection to allow more than 3 towers within 50 ft. of a corner
Tower Separation	N.A.	Minimum 125 ft. when located on one block. Exceptions considered for slim/twin tower designs with special review.

Notes:

N.A. = not applicable.

a. See Figure III.B.5 for the location of the height zones.

b. Calculations developed by EIP Associates.

Height Zone 8, which encompasses the UCSF site, is not included in this table.

(Continued)

TABLE III.B.2 (Continued)

TABLE III.B.2 (Continued)						
Height Zones/a/	HZ-2	HZ-3	HZ-4	HZ-5	HZ-6	HZ-7
Base Height						
% developable area	65 ft.	65 ft.	65 ft.	90 ft.	90 ft.	90 ft.
sq. ft. of developable area/b/	75% 313,635 sq. ft.	80% 549,206 sq. ft.	80% 177,387 sq. ft.	93% 87,624 sq. ft.	90% 381,843 sq. ft.	85% 468,746 sq. ft.
Mid-rise Height						
% developable area	90 ft.	90 ft.	90 ft.	N.A.	N.A.	N.A.
sq. ft. of developable area	10% 41,818 sq. ft.	13% 89,246 sq. ft.	13% 28,824 sq. ft.	N.A.	N.A.	N.A.
Tower Height						
% developable area	160 ft.	160 ft.	160 ft.	160 ft.	160 ft.	160 ft.
sq. ft. of developable area	15% 62,726 sq. ft.	7% 48,055 sq. ft.	7% 15,520 sq. ft.	7% 65,954 sq. ft.	10% 42,427 sq. ft.	15% 82,720 sq. ft.
Maximum number of towers at maximum bulk and height	3	3	1	3	2	4
Location	N.A.	N.A.	No towers within hatched areas, see Figure III.B.4. Max. 50 ft. average on Bayfront to a depth of 20 ft.	No towers within hatched areas, see Figure III.B.4.	No towers within hatched areas, see Figure III.B.4.	Buildings above height of freeway in limited locations, see hatched areas in Figure III.B.4.
Corners	No intersection to allow more than 2 towers within 50 ft. of corner in Height Zones 2, 3, 4, 5, 6, and 7.					
Tower Separation	Minimum 125 ft. when located on one block in Height Zones 2, 3, and 4. Exceptions considered for slim/twin tower designs with special review.					
Orientation	Tower width along 3rd Street not to exceed 160 ft. in Height Zones 2, 3, 4, 5, 6, and 7.					
Notes:						
N.A. = not applicable.						
Height Zone 8, which encompasses the UCSF site, is not included in this table.						
a. See Figure III.B.5 for the location of the height zones.						
b. Calculations developed by EIP Associates.						
Source: San Francisco Redevelopment Agency, <i>Design Standards and Guidelines, Mission Bay</i> , Draft C, prepared by Catellus Development Corporation; as adopted by the Mission Bay Citizens Advisory Committee on December 11, 1997, revised March 30, 1998.						

Height Zone 1a, at the northern tip of the Project Area, provides that 50% of the developable area could extend up to 120 feet, and an additional 20% could extend up to 160 feet; the remaining area (30%) would be limited to 80 feet. Four 160-foot-high towers with plan lengths of 165 feet and plan diagonals of 190 feet, above 120 feet could be developed in Height Zone 1a.

Height Zone 1b, which covers the remainder of the Mission Bay North Redevelopment Area, provides that 10% of the developable area could extend up to 90 feet, and an additional 15% could extend up to 160 feet; the remaining area (75%) could extend up to 65 feet. In addition, buildings within 100 feet of the Redevelopment Plan boundary along the Channel would be limited to 65 feet. Buildings fronting the Channel edge would maintain an average height of 50 feet to a depth of 20 feet. Six 160-foot-high towers with plan lengths of 160 feet and plan diagonals of 190 feet above 90 feet could be developed in Height Zone 1b.

Height Zone 2, along the southern side of the Channel, provides that 10% of the developable area could extend up to 90 feet, and an additional 15% could extend up to 160 feet; the remaining area (75%) could extend up to 65 feet as shown in Figure III.B.5. Three 160-foot-high towers with residential plan lengths of 160 feet and plan diagonals of 190 feet above 90 feet and hotel plan lengths of 200 feet above 90 feet could be developed in Height Zone 2.

Height Zone 3, in the middle of the Mission Bay Residential areas south of the Channel, provides that 13% of the developable area could extend up to 90 feet, and an additional 7% could extend up to 160 feet; the remaining area (80%) could extend up to 65 feet, as shown in Figure III.B.5. Three 160-foot-high towers with plan lengths of 160 feet and plan diagonals at 190 feet above 90 feet could be developed in Height Zone 3.

Height Zone 4, to the east of Third Street, including The Common and the area to the north, provides that 13% of the developable area could extend up to 90 feet, and an additional 7% could extend up to 160 feet; the remaining area (80%) could extend up to 65 feet, as shown in Figure III.B.5. As shown in Figure III.B.5, along the public open space on Terry A. François Boulevard, building height could extend up to 90 feet abutting the public open space. Within 20 feet of the Bayfront open space, development along Terry A. François Boulevard would maintain an average height of 50 feet. One 160-foot-high tower with a plan length of 160 feet and plan diagonal of 190 feet above 90 feet could be developed in Height Zone 4.

Height Zone 5, to the east of Third Street and south of The Common, provides that 7% of the developable area could extend up to 160 feet; the remaining area (93%) could extend up to 90 feet. Designated areas in Figure III.B.5 indicate additional height restrictions up to 55 feet in height along

the bayside linear park. Buildings fronting the public open space along Terry A. François Boulevard could extend up to 90 feet in height. In the middle portion of the area fronting the open space along Terry A. François Boulevard, the maximum height would be 55 feet. Three 160-foot-high towers with plan lengths of 200 feet above 90 feet could be developed in Height Zone 5.

Height Zone 6, between 16th, Third, Mariposa, and Owens Streets, provides that 10% of the developable area could extend up to 160 feet; the remaining area (90%) could extend up to 90 feet. As shown in Figure III.B.5, building height on the Castle Metals site could extend up to 90 feet. Two 160-foot-high towers with plan lengths of 200 feet above 90 feet could be developed in Height Zone 6.

Height Zone 7, between I-280 and Owens Street south of The Common, provides that 15% of the developable area could extend up to 160 feet; the remaining area (85%) could extend up to 90 feet. Buildings within 100 feet of the freeway could extend above the height of the freeway for a maximum of 40% of the freeway frontage for each of the development blocks. Figure III.B.5 indicates additional height restrictions where no buildings would exceed the height of the freeway. Just south of the Owens Street circle, buildings would not exceed the height of the freeway. The purpose of the limitation on heights adjacent to the freeway is to reduce blocking of views from the freeway. Four 160-foot-high towers with plan lengths of 200 feet above 90 feet could be developed in Height Zone 7.

Height Zone 8 encompasses the UCSF site. No height limit would be established for Zone 8. UCSF expects typical building heights of 110 feet or less and does not envision development of buildings higher than 160 feet (excluding rooftop mechanical equipment and exhaust stacks, which could extend up to an average of an additional 36 feet), corresponding to the proposed surrounding height limits./26/

The existing height limits in the Project Area are discussed in “Proposed Redevelopment Plans,” under “Urban Design” in Section V.D, Visual Quality and Urban Design: Impacts.

Density

In the Mission Bay North Redevelopment Plan, the total number of housing units would be approximately 3,000. The average density on land designated Mission Bay Residential would be about 140 dwelling units per acre. In addition, there would be some neighborhood-serving retail uses on the ground floor. The amount of total retail and commercial development allowable under the Redevelopment Plan for land designated Mission Bay North Retail would result in an average floor

area ratio/27/ (FAR) of about 1.1:1. There would be an average of about 80 dwelling units per acre in this land use designation.

In the Mission Bay South Redevelopment Area, the total number of housing units would be approximately 3,090, and the average density on land designated Mission Bay Residential would be about 110 dwelling units per acre. There would also be neighborhood-serving retail on the ground floor. Hotel development would be limited to 500 rooms, plus banquet and conference facilities.

Retail development allowable in the Mission Bay South Retail land use designation would result in an average FAR of about 1.5:1.

The average FAR analyzed in this SEIR for the Commercial Industrial and Commercial Industrial/Retail designations combined is 2.9:1. This SEIR analyzes an overall amount of commercial industrial development and retail development that is consistent with the maximum amount of development allowable under the Redevelopment Plan for Mission Bay South.

The amount of development proposed in the UCSF LRDP for the UCSF site—about 2,650,000 gross sq. ft.—would result in an average FAR for the UCSF area of about 2.6:1, calculated on the developable area exclusive of the proposed public school site and public open space.

Coverage

The Design for Development documents generally would allow 100% lot coverage at ground level, in other words, buildings flush with the edges of sidewalks and interior lot lines./28/ In the residential and hotel districts, there would be a coverage limit of 75% above 40 feet in height, requiring building setbacks above the third story. Usable private open space would be provided in residential areas in the amount of 70 square feet per unit. In the Mission Bay North Retail district, usable open space would be provided for residential uses in the amount of 35 square feet per unit. Usable private open space could include individual unit space and common open space.

Setbacks

The Design for Development documents include setback requirements (in addition to specified sidewalk widths) for three streets, Third, Mariposa, and Owens Streets./29/ The setbacks provide space for pedestrian and bicycle path links and for connection of major open spaces. A 5-foot setback would be required on the east and west side of Third Street from one block south of the Channel to Mariposa Street solely for a wider sidewalk. A 20-foot setback would be required on the north side

of Mariposa Street from Terry A. François Boulevard to Owens Street for a pedestrian/bicycle connection. Lastly, a 20-foot setback would be required on the east side of Owens Street from 16th Street to the Owens Street circle for a pedestrian pathway. Other pedestrian and bicycle facilities would be provided within public rights-of-way, as described under “Bicycle Circulation” below.

Treatment of the Channel Edges

The edges of China Basin Channel would be modified as part of the project to increase public access and to stabilize the Channel banks, as described in “Proposed China Basin Channel Edge and Bridge Treatments” and as shown in Figure V.L.2 in Section V.L, China Basin Channel Vegetation and Wildlife: Impacts. At the top of the northern bank, a pedestrian walkway would parallel the Channel edge. Promontories would be developed within the Project Area at locations near Fourth, Fifth, and Sixth Streets, and could extend from this paved walkway out over the water. The Project Area boundaries encompass some of the Channel edges, banks, and water. The pedestrian circulation system and the promontories are proposed to afford opportunities for passive recreation, such as strolling, sitting, socializing, and viewing. At various places along the northern and southern edges of the Channel, rip-rap and landscaping would be installed to stabilize the Channel banks. Treatments for some areas have not been specifically defined. A pedestrian bridge over the Channel is proposed to link Fifth Street to the future Owens Street, subject to obtaining the required permits and approvals.

Circulation

Traffic Circulation

Figure III.B.3 shows the proposed street pattern. The Redevelopment Plans designate the major public streets through and around the Project Area as Berry, King, Townsend, Owens, Channel, Third, Fourth, Fifth, Sixth, Seventh, 16th, and Mariposa Streets, and Terry A. François Boulevard.

Catellus, the City, and the Port would exchange various lands. The land transfer agreements provide for land exchanges between Catellus, the City, and the Port which will accommodate a new public street pattern. Catellus would build and dedicate new public streets on portions of its private property.

Locations of new streets, intersection configurations, and similar aspects of the proposed street grid are described in “Changes to Circulation Pattern in Mission Bay” under “Year 2015 Transportation System Assumptions” in Section V.E, Transportation: Impacts. For additional detail, see “Proposed Streets in Project Area” in Appendix D.

Bicycle Circulation

The bicycle routes for Mission Bay are intended to complement and extend the established bicycle routes in San Francisco. Figure V.E.9, in Section V.E, Transportation, shows the proposed bicycle circulation plan. Five major routes would be constructed as part of the project.

Four major routes would cross the Project Area: two north-south routes, one on Fourth Street and one on Terry A. François Boulevard, and two east-west routes, one on North and South Common Streets and one on 16th Street. The proposed Fourth Street route would extend from Third Street at the Lefty O'Doul Bridge in the north across Owens Street to Fourth Street and south to Fourth and Mariposa Streets. This route would connect the existing Third and Fourth Streets routes in the South of Market area to the existing Illinois Street route at the southern boundary of the Project Area. The proposed Terry A. François Boulevard route would begin at Mission Rock Street (the segment between the Lefty O'Doul Bridge and Mission Rock Street is not part of this project) in the north and would extend down to Mariposa Street in the south. This route would be dedicated bicycle lanes and would connect to existing routes on Third Street and on Mariposa Street as part of the San Francisco Bay Trail. The proposed route on The Common would extend from the waterfront to Seventh Street. The proposed 16th Street route would be an extension of the existing 16th Street route.

One other route along Owens Street would likely be parallel to a meandering pedestrian pathway. This route primarily would serve recreational uses. The Owens Street route would start at the Lefty O'Doul Bridge and extend west to the circle and then to Seventh Street. This recreational route would connect to existing routes at Third Street, Fourth Street, Seventh Street, and to the other routes proposed as part of the project.

Pedestrian Circulation

The main recreational pedestrian routes would be along the Channel, through the open space by the Bay, and along the extended Owens Street. The project is proposed to include a pedestrian bridge across the Channel at Fifth Street, subject to obtaining the required permits and approvals. Figure V.E.9, in Section V.E, Transportation, shows the proposed pedestrian circulation plan.

Rail Access

Current railroad usage is primarily the Caltrain commuter train, and infrequent rail freight service (as described in "Rail Freight" under "Existing Project Area Transportation Facilities" in Section V.E, Transportation: Setting).³⁰ The Caltrain terminal and active tracks would remain in place.

Regarding other rail access, the Port of San Francisco and Catellus have developed options for the relocation of rail access through the Project Area to facilitate development. The plan is designed to preserve flexibility for development while maintaining rail access to Port properties. It provides that existing rail access to Pier 80 be terminated only when a new rail lead is established; it also accommodates the potential relocation of rail access to Piers 48 and 50 outside of developable parcels in the Project Area. For the purposes of this SEIR, it is assumed that the rail access would be relocated along 16th Street to Terry A. François Boulevard.

The project also includes relocation of the existing at-grade rail crossing of Seventh Street from King Street to near Hooper Street. (The project assumes use of an existing at-grade rail crossing at Berry Street. Variant 1 describes the effects of the project without a crossing at Berry Street.) The connection would consist of an at-grade crossing with automatic gates. Rubberized surfaces would be installed across the tracks at the crossing. The project would include public safety improvements, including: installation of controllers for operation of the rail signals; installation of rail crossing flashers and arms; construction of a parallel fence adjacent to the east side of Seventh Street contiguous with the rail right-of-way from Mariposa Street to King Street; installation of traffic signals at the intersections of Seventh Street and Berry Street, Seventh Street and The Common, and Seventh Street and 16th Street; upgrade of the traffic signal at the intersection of Townsend Street and Seventh Street; coordination of traffic signals to work in a synchronized fashion; and construction of signage, channelization, and paving improvements to the at-grade crossings at Berry Street, The Common, and 16th Street. In consultation with the Peninsula Corridor Joint Powers Board and the California Public Utilities Commission, the project proposes to reduce the number of rail tracks from five to three.

Parking and Loading

The Design for Development documents set forth parking standards and loading requirements. These are presented here and discussed in detail in Table V.E.17 and in "Parking Impacts" in Section V.E, Transportation: Impacts.

Parking

The maximum number of off-street parking spaces allowed for uses other than UCSF within the Mission Bay Project Area, are prescribed in the Design for Development documents and shown in Table III.B.3. In general, Planning Code minimum parking requirements for various uses would be established as maximum allowable parking amounts for such uses. In the Mission Bay Residential areas, one space would be the maximum allowed for each dwelling unit. In the Mission Bay North

TABLE III.B.3
MAXIMUM OFF-STREET PARKING SPACE REQUIREMENTS

Use	Maximum Number of Parking Spaces
Mission Bay Residential	One space for each dwelling unit.
Mission Bay Hotel	One space per 16 guest bedrooms.
Mission Bay Retail	One for each 500 square feet of occupied floor area up to 20,000 square feet, plus one space for each 250 square feet of occupied floor area in excess of 20,000 square feet. For retail greater than 50,000 square feet, at a ratio to be established by the Redevelopment Agency based on a development specific parking demand and not to exceed 10% greater than the limit stated herein.
Restaurants, bars, clubs, pool hall, dance hall, or similar enterprise.	One space for each 200 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
Theater	One space for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000 seats.
Commercial Industrial and Commercial Industrial/Retail	One space for each 1000 gross square feet of occupied floor area.

Source: San Francisco Redevelopment Agency, *Design Standards and Guidelines, Mission Bay*, Draft C, prepared by Catellus Development Corporation; as adopted by the Mission Bay Citizens Advisory Committee on December 11, 1997, revised March 30, 1998, p. 45.

Retail and Mission Bay South Retail areas, generally no off-street parking spaces would be allowed for occupied areas of less than 5,000 gross sq. ft.; for uses with an occupied area above 5,000 gross sq. ft., a maximum of one space for each 500 gross sq. ft. of occupied floor area up to 20,000 gross sq. ft. would be allowed, plus one space for each 250 gross sq. ft. of occupied floor area in excess of 20,000 gross sq. ft. Within the retail areas, for all restaurants, bars, clubs, pool hall, dance hall, bowling alley or similar enterprises a maximum of one space for each 200 gross sq. ft. of occupied floor area would be allowed, where the occupied floor area exceeds 5,000 gross sq. ft. Theaters in the Mission Bay North Retail area would be allowed to have a maximum of one space for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000 seats. In the hotel, one space per 16 guest bedrooms would be the maximum allowed. For the Mission Bay North Retail area, the Design for Development documents would also include a minimum required number of parking spaces, established at 75% of the maximum. In the Commercial Industrial and Commercial Industrial/Retail areas, one space would be allowed for each 1,000 gross sq. ft. of occupied floor area.

In addition, UCSF would develop parking at a planning ratio of two spaces per 1,000 gross square feet, totaling up to 5,300 spaces. However, actual construction of parking would occur in phases in accordance with estimated demand at each stage of development. It is anticipated that the total number of spaces at full build-out would approximate the estimated demand of 4,200 spaces.

Loading

Off-street loading space requirements are based on the type of land use and the gross square footage of floor area of the use as shown in Table III.B.4. In general, Planning Code loading requirements have been proposed for the Redevelopment Plans. For retail stores, bars, restaurants, and drug stores of less than 10,000 gross sq. ft., no off-street loading spaces would be required; one space would be required for development from 10,001 to 60,000 gross sq. ft.; two spaces would be required for development from 60,001 to 100,000 gross sq. ft.; and three loading spaces would be required for development over 100,000 gross sq. ft. plus one for each additional 80,000 gross sq. ft.

For residential and commercial industrial areas, one space would be required for development from 100,001 to 200,000 gross sq. ft.; two spaces would be required for development of 200,001 to 500,000 gross sq. ft.; and three spaces would be required for development over 500,000 gross sq. ft., plus one loading space for each additional 400,000 gross sq. ft. UCSF requirements would generally be two spaces per 200,000 gross sq. ft. with one additional loading space required if the facility included academic research support space.

CONSTRUCTION AND GRADING

Extensive land forming in the Project Area is not planned; however, some excavation for basements below the water table may occur.^{/31/} Approximately 300,000 cubic yards of fill could be imported, to raise the ultimate surface grade of future buildings and to provide top soil for public open space areas. In general, the Project Area would be treated as one construction site and cut and fill would be minimized by, for example, using excavated screened fill material from one part of the Project Area to raise surface grades in another part of the Project Area. It is anticipated that building slabs would be placed at grade, although in some cases a level of parking may be built below grade.

Proposed Demolition

Except for a few businesses, most of the existing uses in the Mission Bay Project Area would be considered non-conforming uses under the Redevelopment Plans, and the businesses would be relocated or discontinued and the buildings demolished over time. Demolition would occur as phases

**TABLE III.B.4
OFF-STREET LOADING SPACES REQUIRED**

Use	Spaces	Gross Sq. Ft. of Building Area
Retail Stores, Bars, Restaurants, Drug Stores	0	0 to 10,000
	1	10,001 to 60,000
	2	60,001 to 100,000
	3	Over 100,000 plus 1 for each additional 80,000
Commercial Industrial, Commerical Industrial/Retail, and Residential	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000

Source: San Francisco Redevelopment Agency, *Design Standards and Guidelines, Mission Bay*, Draft C, prepared by Catellus Development Corporation; as adopted by the Mission Bay Citizens Advisory Committee on December 11, 1997, revised March 30, 1998, p. 46.

of new construction are proposed. The buildings to be demolished include active warehouses, light industrial and transportation facilities, and other inactive or abandoned structures. The golf driving range and Bladium also would be demolished as project build-out occurs. Addresses of buildings to be demolished are provided in Table V.B.1, in Section V.B, Land Use.

The Channel Pump Station and the Amtrak police facility at 580 King Street would not be demolished. There are no plans to demolish Fire Station No. 30 at this time; the City would decide whether to demolish it in the future.

PHASING OF CONSTRUCTION OF INFRASTRUCTURE AND IMPROVEMENTS IN THE PROJECT AREA

For the purposes of this SEIR, full build-out under the proposed Redevelopment Plans is assumed to occur by the year 2015. It is unlikely that the Project Area would actually be built out by that time, but this assumption presents a conservative case for the purpose of environmental analysis. Construction would occur in phases. The timing and geographic extent of these phases have not been determined, and would depend upon market demand for the various types of uses proposed. Phasing

of development on the UCSF site would depend upon the space needs of UCSF and the availability of funds to construct new space. Except for the UCSF site, development of the Project Area would be subject to the Subdivision Map Act and local laws and regulations adopted pursuant to it.

Construction of infrastructure to serve each phase of development would generally follow a pattern of adjacency, as described in “Concept of Adjacency” below.

Review Process for Proposed Phases

The construction and phasing of all major infrastructure for Mission Bay North and Mission Bay South, including the circulation network, utilities, and public open space, would be governed both by the documents and plans adopted pursuant to the redevelopment process, and the Subdivision Map Act and local laws and regulations adopted pursuant to it, as described below. When a specific development phase is proposed, the project sponsors would submit preliminary infrastructure plans, maps and supporting documentation to the Redevelopment Agency and to the Department of Public Works (DPW) for processing in accordance with the Subdivision Map Act, the Redevelopment Plan, the Design for Development, and related documents, including the applicable Owner Participation Agreement (OPA). DPW would conduct a review of the infrastructure plans in conjunction with other agencies with relevant expertise such as the Department of Parking and Traffic, the San Francisco Municipal Railway (MUNI), and the San Francisco Public Utilities Commission’s Clean Water Program. The Redevelopment Plans provide that all reviewing agencies will perform their analysis and issue determinations and conditions of approval consistent with the redevelopment plan and the infrastructure plan that would be included in the applicable OPA.^{32/} Through this process, reviewing entities would confirm that the infrastructure proposed for each phase of development is adequate, based upon the applicable infrastructure plan that is a part of the OPA.

To evaluate consistency of each phase with the applicable infrastructure plan, DPW and other participating agencies would review the preliminary infrastructure plans for the phase against the infrastructure phasing methodology described below. Thus, if the development proposed under the phase triggers an infrastructure improvement, then that specific improvement would be required as a condition to the approval of the development phase. In their review, the agencies would consider infrastructure requirements for a specific phase based on the amount and location of new development proposed under such phase together with existing development within each redevelopment area, consistent with the infrastructure plan included in the applicable OPA.

The parcels within the Project Area that are currently owned by private landowners other than Catellus are not subject to the proposed OPA between Catellus and the Redevelopment Agency; however, these parcels would be subject to the Mission Bay South Redevelopment Plan. If

development on these parcels is proposed, compliance with infrastructure requirements would be established through separate OPAs entered into between the Redevelopment Agency and these owners.

Concept of Adjacency

Development of a specific area or phase would generally be accompanied by the development of adjacent infrastructure and improvements, including utilities and public open space.^{/33/} As is explained below under "Financing," the adjacency concept allows maximum utilization of existing infrastructure where appropriate and gives the project sponsors flexibility in developing a cost-effective approach, consistent with the Redevelopment Plans and applicable infrastructure plan, to the necessary development of infrastructure and improvements which would occur over an extended time period, perhaps 20 years. As discussed in Section V.E, Transportation, and Section V.M, Community Services and Utilities, the Project Area is largely undeveloped land lacking a complete transportation system, high- and low-pressure water systems, drainage system, or other utilities. While the Subdivision Map Act requires the construction of necessary infrastructure attendant to any particular phase of development or area as part of the map approval process, the interagency review process and the concept of adjacency provides a particularized review process to ensure that the development of infrastructure and improvements proceeds consistent with the overall redevelopment plans and infrastructure plans for the entire Project Area. In some situations, adjacency would not be sufficient, for example where non-adjacent infrastructure would be needed to serve a development phase or building project or to accomplish a logical infrastructure completion relating to the ultimate infrastructure plan. Such situations would be evaluated and addressed through performance criteria established in the Redevelopment Plan documents or identified as mitigation measures, and would be implemented through the interagency review process described above.

Transportation Infrastructure

The project's transportation infrastructure would generally be developed based on the adjacency concept. Under the adjacency concept, in connection with each development phase, most immediately adjacent roadway improvements would be constructed. In addition, certain major improvements such as construction of Fourth Street would be triggered prior to significant deterioration in traffic congestion by cumulative project development calculations based on p.m. peak hour vehicle trip generation factors for the various land uses in the project. See Section VI.E, Mitigation Measures: Transportation, for the thresholds or timing requirements for constructing major transportation infrastructure.

As part of the review process for a development phase, the developer would submit preliminary infrastructure plans that indicate adjacent roadway and other transportation improvements to be constructed, as well as a description of the land use type and approximate floor area proposed in the phase, and an identification of any required major circulation improvements triggered by the proposed development. As described above, these infrastructure plans would be submitted to DPW for review by MUNI and other relevant City and other governmental agencies.

Utilities

Utility infrastructure generally would be constructed based on the adjacency principle described above and would be installed in conjunction with roadway construction. The preliminary infrastructure plans for each phase would include a description of the proposed utility infrastructure, together with supporting analysis. The preliminary infrastructure plans for development of some specific phases would include plans for improvements not necessarily adjacent. For example, the extension of the Auxiliary Water Supply System may require construction of several blocks of pipeline, rather than the pipeline in the adjacent street.

The infrastructure plan included in each OPA would be designed to accommodate demand from the project at full build-out; the purpose of the supporting analysis is to confirm that the infrastructure components proposed for a specific phase are appropriate in light of the total land use mix and density proposed in the Project Area. This analysis would establish whether the existing infrastructure together with infrastructure proposed for the phase are adequate to address anticipated demand. It would also address whether the existing system has adequate capacity to address the increased demand. For instance, in the case of stormwater flows, the analysis would indicate whether adequate capacity exists to handle existing flows from the proposed phase. "Construction and Phasing of Infrastructure," under "Water Supply: Impacts," and "Construction and Phasing of Infrastructure," under "Sewers and Wastewater Treatment: Impacts" in Section V.M, Community Services and Utilities, and "Phased Development and Interim Uses" in Section V.K, Hydrology and Water Quality: Impacts, describe phasing of utilities infrastructure in more detail.

Open Space

Public open space areas to be constructed in conjunction with each phase would be indicated on the applicable preliminary infrastructure plans. Public open space areas in Mission Bay North generally would be constructed pursuant to the adjacency concept. In Mission Bay South, the area would be divided into two zones. One zone would begin north of The Common and would extend to the northern boundary of Mission Bay South. The second zone would begin south of The Common and

would extend to the southern boundary of Mission Bay South. The Common may be counted as public open space within either of the two zones. Under the proposal, when development is proposed within one of the zones, open space must be indicated on the infrastructure plans in the amount of at least 0.46 acre of open space to each 1.0 acre of developable area. The open space provided must be within the same zone as the proposed development until all open space is developed in that zone. It is likely that much of the open space would be constructed in larger increments than required by the minimum ratio and would, where feasible, generally be constructed in proximity to the proposed development. Additional open space may be developed in conjunction with each phase, and any amount exceeding the above ratio would be credited toward future development within the zone.

UCSF Development of Infrastructure, Improvements, and Open Space

The transportation and utility network described in the infrastructure plans would include sufficient capacity to serve the phased development of the UCSF site. Generally, Catellus will be responsible for constructing circulation and utilities infrastructure to the perimeter of the UCSF site in accordance with the circulation and utilities triggering principles described above. Catellus will also be responsible for construction of Fourth Street and utilities infrastructure running under Fourth Street and may provide additional utilities infrastructure within the UCSF site if necessary to serve the larger Project Area.

Land under the control of The Regents and used for educational purposes is not subject to the Subdivision Map Act and therefore not subject to the city process described above. As a result, for development within the UCSF site, UCSF will follow The Regents' regular procedures for development. Usually, circulation and utilities infrastructure would be developed on a building-by-building basis as funding is approved for each development project. If multiple buildings were proposed for development at the same time, then the necessary utilities infrastructure for the development phase could be evaluated and approved by The Regents as a separate capital project. In either case, UCSF would consider its overall circulation and utilities infrastructure needs for the entire UCSF site in developing infrastructure for any particular project or phase.

Financing

Public infrastructure, improvements, and public open space in the Project Area would be funded using special taxes, or bonds secured by special taxes, under the California Mello-Roos Community Facilities Act of 1982. The Redevelopment Agency would establish community facilities districts (CFDs). The special taxes of the community facilities districts would be levied against the privately held property in the Project Area. The Redevelopment Agency would also use tax increment

revenues to reduce the special taxes, pay or redeem outstanding bonds, or pay directly the costs of the infrastructure or improvements in the Project Area.

As part of the process to adopt Redevelopment Plans for the Mission Bay North and Mission Bay South Redevelopment Areas, the Redevelopment Agency would present a report to the Board of Supervisors for each plan area which would set forth a detailed analysis of the proposed methods of financing and feasibility pursuant to California Health and Safety Code Section 33344.5 (a portion of the "Community Redevelopment Law"). That report would also include a description of the physical and economic conditions existing in the plan areas, a description of the plan area, an assessment of the method of financing of the redevelopment of the plan area, including the assessment of the economic feasibility of the project and the reasons for pursuing various available funding sources and other criteria.

The special tax approach to financing of improvements, including infrastructure and open space, is designed, in part, to enable the project sponsors to develop the most cost-effective approaches to infrastructure and improvements requirements, consistent with the Redevelopment Plans and applicable infrastructure plan. This financing approach takes into account a phasing scheme which would allow the construction of infrastructure and improvements, including open space, to serve the incremental build-out of the project as outlined above.

PROJECT EMPLOYMENT AND POPULATION

At build-out, there would be approximately 5,000 people living in Mission Bay North and 5,900 people living in Mission Bay South, for a total of 10,900 residents.

Total expected employment within the Mission Bay Project Area at build-out would be approximately 30,000. There would be about 8,800 office workers and 6,500 workers in research and development and light industrial uses. Total employment for retail and hotel uses would be approximately 4,700./34/ UCSF would employ approximately 9,100 persons. About 900 additional workers would be employed at the community facilities, for parking structures, building maintenance, security, and housing-related needs.

IMPLEMENTATION

Development of the Project Area includes the adoption of Redevelopment Plans and subsequent and associated documents for Mission Bay North and Mission Bay South. The project also includes conforming amendments to the *San Francisco General Plan*, the City Planning Code and Zoning

Maps, as well as other related documents, and actions of various state, federal, regional, and local agencies, as described in Section III.C, Approvals Required. Implementation of the project also requires numerous other approvals and permits. In addition, development of the UCSF site would require a parallel implementation process that includes approvals by The Regents. These components and processes are discussed below.

Redevelopment Plans for Mission Bay North and South

As discussed above, the Redevelopment Agency has prepared two sets of documents that contain the primary controls for land development for the Project Area. These documents consist of the Redevelopment Plans for Mission Bay North and Mission Bay South and their associated Design for Development documents. Land development that could occur as a result of implementing these Redevelopment Plans would consist of urban mixed uses including residential, commercial, and light industrial land uses.

The Redevelopment Agency prepared the proposed Mission Bay North and Mission Bay South Redevelopment Plans pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000 *et seq.*), the California Constitution, and applicable local laws and ordinances. The Redevelopment Plans vest the Redevelopment Agency with powers, duties, and obligations to implement the program generally formulated in the Redevelopment Plans for the redevelopment, rehabilitation, and revitalization of the Project Area. The Redevelopment Plans present a process and a basic framework within which more specific projects could be undertaken. The Design for Development documents complement each of the Plans by providing more detailed design controls for the Project Area.

As a predicate to the adoption of Redevelopment Plans, detailed economic feasibility studies must be conducted, generally in the form of a report to the legislative body. The Redevelopment Plans for both Mission Bay North and South consist of text, a legal description of the Project Area boundaries, a Project Area Map, a Redevelopment Land Use Map, and a list of proposed public improvements. The Community Redevelopment Law sets forth a number of goals and objectives that the Redevelopment Plans are designed to achieve. Primary goals include the elimination of blight in the Project Area and the provision of affordable housing. The Redevelopment Plans also contain broadly framed objectives aimed at bolstering economic activity as well as objectives tailored specifically to the Redevelopment Area. Redevelopment Plans and their Design for Development documents include land use categories and controls, generally found in the General Plan and City Planning Code. In addition, individual Owner Participation Agreements often include Scope of Development documents which provide a level of detail that augments the Design for Development.

Planning objectives and policies outlined in the Redevelopment Plans focus on land use, urban design, neighborhood character, open space, commerce and industry, and transportation. Specific land uses are defined as either primary or secondary. Secondary uses are allowed by the Redevelopment Agency if they are consistent with the criteria established in the Redevelopment Plans./35/

The Redevelopment Plans also contain provisions regarding construction, rehabilitation of existing properties, the overall number of housing units to be built, and general development controls covering the type, size, and heights of potential buildings. More detail is contained in the Design for Development documents, discussed below under "Design for Development Documents."

The responsibility for building affordable units would be shared between Catellus and the Redevelopment Agency. Of the approximately 6,090 total dwelling units, about 1,700 would be affordable dwelling units. Catellus would build up to 255 affordable units, and the Redevelopment Agency would seek nonprofit developers to construct approximately 1,445 units of affordable housing on land dedicated to the Redevelopment Agency by Catellus./36/

Broken down by Redevelopment Area, in Mission Bay North, Catellus would build up to 255 affordable units, and the Redevelopment Agency would sponsor nonprofit developers to build approximately 345 affordable units on up to 3.8 acres of land dedicated to the Agency by Catellus. In Mission Bay South, Catellus would dedicate approximately 12.2 acres of land to the Redevelopment Agency, on which nonprofit developers would build approximately 1,100 affordable units.

General actions that the Redevelopment Agency could take as part of the implementation of the Redevelopment Plans include: acquisition of property (possibly through eminent domain), demolition of buildings, construction of public improvements, provision of relocation assistance to eligible displaced occupants, and redevelopment of land by private enterprise or public agencies. One of the Redevelopment Agency's duties is to provide opportunities for owners and business tenants to participate in the redevelopment process by developing or improving their property so that it conforms to the Plans. The Redevelopment Agency will issue Owner Participation rules that will define the terms for such participation and the nature of participation agreements.

Finally, the Redevelopment Plans outline a variety of mechanisms used by the Redevelopment Agency to implement redevelopment activities. These could include:

- Cooperation by public bodies with the Redevelopment Agency for the purposes of undertaking the project as well as required actions by the City and County of San Francisco;

- Property acquisition and property management;
- Relocation of persons and businesses displaced by the project;
- Demolition, clearance, and building and site preparation;
- Property disposition and development; and
- Methods of financing the project, particularly tax-increment funds.

Design for Development Documents

The Design for Development documents for Mission Bay North and Mission Bay South set forth the design guidelines and controls for the Project Area. These documents are intended to serve as a set of standards to ensure that any development occurring in the Project Area would conform to the Redevelopment Plans. As noted above, the Design for Development documents present policies, objectives, and standards that are more detailed than those found in the Redevelopment Plans, similar to area plans and planning codes. They provide particular criteria for land uses, height and bulk limits, building density, setbacks, coverage, open space, access, wind and shadow, view corridors, parking, and loading. Also included are the types of buildings to be constructed within the different land use categories as well as design standards for those buildings. As described earlier in “Urban Form and Design” under “Redevelopment Plans and Proposed Land Use,” the Design for Development documents are substantially the same as the Design Standards and Guidelines document which was endorsed by the Mission Bay CAC. Those parcel- or owner-specific guidelines in the CAC-endorsed document would be included in the Scope of Development documents to be attached as part of the Owner Participation Agreements. Design guidelines include provisions for views and open space; scale, setbacks, and storefronts; height and roofscapes; facades; and signs, lighting, and landscaping. Parameters associated with land use controls and building design are discussed more completely in “Urban Form and Design,” above. These parameters vary according to land use classification and, therefore, are somewhat different for Mission Bay North and Mission Bay South.

Amendments to the San Francisco General Plan and the City Planning Code

Adoption of the proposed Redevelopment Plans would require that San Francisco’s General Plan be amended so that all plans would be consistent. The General Plan contains a number of elements and area plans that would be affected. Among them are the Commerce and Industry Element, the Recreation and Open Space Element, the 1990 *Mission Bay Plan*, and the *Central Waterfront Plan*. Most of the revisions relate to General Plan maps, and are required to provide cross-references to the Redevelopment Plans or to reflect the new proposed street pattern and land use plan. The 1990

Mission Bay Plan, which is Part Two of the *Central Waterfront Area Plan*, would be rescinded and re-adopted as Mission Bay Guidelines for the parcels not covered by the Redevelopment Plans. Article 9 of the City Planning Code, which details zoning and land use controls for Mission Bay, would be amended to exclude the Mission Bay North and Mission Bay South Redevelopment Areas. The latter action would also entail changes to the City's Zoning Map.

Amendments to Land Transfer Agreements

The City and Catellus are in the process of amending the 1993 Mission Bay Port Land Transfer Agreement (PLTA) and the City Land Transfer Agreement (CLTA). Amendments to these agreements also require amendments to the "Agreement Concerning the Public Trust" (ACPT) entered into by the City, the Port, the State Lands Commission, and Catellus. Together, these documents comprise the land transfer agreements. The purpose of the land transfer agreements is to resolve long-standing title and ownership disputes between the parties and to transform the patchwork ownership of the land into developable parcels for both public and private interests. The amendments to these agreements continue that purpose and facilitate the assembly of adjusted development parcels to allow development to occur in Mission Bay and to facilitate the location of a new UCSF site in Mission Bay. The amendments to the land transfer agreements would modify the size and location of developable parcels originally envisioned; reflect updated information about hazardous materials on the sites to be transferred; address the timing of the land transfers; address the related street vacations; and address relocation of the various trust interests, for commerce, navigation, fisheries, and recreation held by the state. The ACPT is separately authorized pursuant to Public Resources Code Section 6307.

The CLTA, as proposed to be amended, would provide as follows: the City would transfer approximately 32 acres of city-owned property to Catellus for development purposes and Catellus would transfer approximately 36 acres to the City for street and open space purposes. These acreages are subject to change as the agreements are negotiated.

The PLTA, as proposed to be amended, would provide as follows: the Port would transfer approximately 18 acres of port property to Catellus for development purposes; the Redevelopment Agency would lease approximately 7 acres of port property for provision of open space and community facilities in the Project Area; and Catellus would transfer approximately 29 acres of Catellus property outside the Project Area (the "WP Parcel," located adjacent to Pier 80, and bound by 25th, César Chavez, and Illinois Streets) to the Port for development purposes. The Port has not yet approved specific development on the WP Parcel. Thirteen acres on the western portion of the WP Parcel is proposed as a possible location for a MUNI storage and maintenance facility for MUNI

light rail. The use of the WP Parcel would be separately analyzed prior to approval of any specific development.

Approximately 1.34 acres of city-owned land and 3.64 acres of Catellus-owned land have been approved for transfer to UCSF for development of instruction, research, and support facilities. This land, totaling approximately 4.98 acres, already approved for transfer to UCSF, is a portion of the 43-acre UCSF site considered part of the project analyzed in this SEIR.

University of California San Francisco Implementation

On May 16, 1997, The Regents approved the selection of Mission Bay as the location of a major new UCSF site. UCSF proposes to build in the Mission Bay South Redevelopment Area on approximately 43 acres to be donated by the City and Catellus. The new UCSF site would meet the objectives of the Redevelopment Agency and Catellus to retain and promote, within the City and County of San Francisco, UCSF's academic and research activities and to retain within San Francisco the more than 8,000 net new jobs that will be associated with the UCSF expansion. Mission Bay was selected as the new site for the following reasons:/37/

- It provides a sufficient amount of land capable of accommodating the new site space program and parking.
- It can be readily accessed from major highways or streets, and is served by public transit or can be linked to public transit.
- It is located in an area with uses and densities of development which would be generally compatible with UCSF's proposed uses.

UCSF recently completed its *1996 Long Range Development Plan* (1996 LRDP)/38/, which identified the need for a major new site to meet its projected space needs through year 2010, especially research space needs. The *UCSF Long Range Development Plan Final Environmental Impact Report* (UCSF LRDP FEIR)/39/ evaluates the environmental impacts of UCSF's proposed growth through 2010, including the impacts associated with locating a major new UCSF site at three possible locations, including Mission Bay. The Regents certified the UCSF LRDP FEIR and adopted the UCSF LRDP in January 1997.

UCSF entered into a Memorandum of Understanding/40/ (MOU) with the City in 1987 regarding communication and oversight of land uses as well as development, maintenance and use of UCSF physical facilities within the City's boundaries. This MOU provides for reporting between UCSF and the City through the Planning Department on UCSF actions that concern master planning,

construction, and use of UCSF's real property that may impact the City. It also provides a dispute resolution mechanism with participation by the Mayor and the Chancellor of UCSF.

Land for the UCSF site at Mission Bay will be owned by The Regents and developed for educational purposes. Thus, The Regents will be the lead agency under CEQA with respect to UCSF's development of the Mission Bay major new site. As individual development projects are proposed, The Regents would determine whether the potential environmental effects of the proposed development project have been adequately analyzed in the UCSF LRDP FEIR or whether additional environmental review will be required. If additional environmental review is required, it would be prepared by UCSF and approved by The Regents prior to action on individual development proposals to implement specific UCSF development projects at Mission Bay. In doing so, the environmental analysis contained in the UCSF LRDP FEIR also would be supplemented, as relevant, by the environmental analysis in this SEIR.

University of California, state, and Regents approvals could be required depending on the size of the proposed specific development project, its funding source and whether it involves amendment of the UCSF 1996 LRDP. Additionally, development of the major new site could involve preparing detailed specifications and construction documents, letting a construction contract through a competitive contract process with a firm eligible to work on University of California projects, permit applications and approvals, and preparing and distributing a range of public information documents.

C. APPROVALS REQUIRED

ENVIRONMENTAL REVIEW

This Draft SEIR will undergo a 45-day public review period, including a joint public hearing before the Planning Commission and the San Francisco Redevelopment Agency Commission, during which comments on the accuracy and completeness of the information presented herein will be accepted. Following the public review period, responses to written and oral comments received from the public and agencies will be prepared. The Draft SEIR will be revised accordingly, and a Final SEIR will be presented to a joint public meeting of the Planning Commission and the Redevelopment Agency Commission. The Commissions will then consider certification of the Final SEIR as adequate under the California Environmental Quality Act, including consideration of whether it is accurate, objective, and complete. The Final SEIR will serve as the environmental review document for the entire Mission Bay project, including the Mission Bay North and Mission Bay South Redevelopment Areas, subsequent development and related approvals as described below, except for actions by UCSF and The Regents as described earlier in "University of California San Francisco Implementation," under "Implementation."

REDEVELOPMENT PLAN APPROVALS AND RELATED AMENDMENTS TO THE SAN FRANCISCO GENERAL PLAN AND SAN FRANCISCO PLANNING CODE

As discussed above under "Implementation," the Mission Bay project includes two separate Redevelopment Plans, and two separate Design for Development documents. For the project to proceed, the Redevelopment Plans will require a finding of consistency with the General Plan and a recommendation for the Plans by the Planning Commission and approval by the Redevelopment Agency Commission and the Board of Supervisors. Pursuant to Planning Code Section 101.1(c), the City must find that the proposed project is consistent with the Priority Policies set forth in Section 101.1(b). The Design for Development documents will require approval by Redevelopment Agency Commission.

The Redevelopment Plans and Design for Development documents would supersede most of the 1990 *Mission Bay Plan* and Article 9 of the Planning Code (Mission Bay) for the Project Area.

Accordingly, the project would require the Planning Commission and the Board of Supervisors to rescind the 1990 *Mission Bay Plan* and amend Article 9 of the City Planning Code, and to adopt any required amendments to the General Plan to ensure conformity with the proposed project. These amendments primarily would include changes to maps and text to delete current references to the 1990 *Mission Bay Plan* and to replace them with references to the Mission Bay North and South Redevelopment Plans. The Port Commission would also amend the *Waterfront Land Use Plan* to update discussions of the Mission Bay area and to provide specific detail as applicable regarding the Mission Bay area. The Redevelopment Plans also provide for coordination of all city agencies and the undertaking of all actions in a manner consistent with the Redevelopment Plans, Design for Development documents, Owner Participation Agreements, and associated documents including infrastructure plans.

SUMMARY OF CITY PERMITS AND APPROVAL PROCESSES

The following specific major actions would need to be taken by the Redevelopment Agency Commission, various city commissions and departments, and the Board of Supervisors to adopt and implement the project:

Redevelopment Agency Commission:

- Issues a joint certification of the Final SEIR with the Planning Commission.
- Adopts CEQA findings and mitigation monitoring program.
- Adopts Redevelopment Plans and Design for Development documents for both Mission Bay North and Mission Bay South Redevelopment Areas.

- Approves Owner Participation Agreements for both Redevelopment Areas.
- Authorizes issuance of Mello-Roos bonds.
- Seeks budget amendment from Board of Supervisors to authorize expenditures of tax increment (when available) to service Mello-Roos bonds.

Planning Commission:

- Issues a joint certification of the Final SEIR with the Redevelopment Agency Commission.
- Adopts CEQA findings and a mitigation monitoring program.
- Adopts and recommends to the Board of Supervisors amendments to the General Plan, including rescission of the 1990 *Mission Bay Plan*. Approves its re-adoption as Mission Bay Guidelines for the parcels not covered by the Redevelopment Plans.
- Approves, and recommends to the Board of Supervisors, amendment of Article 9 of the City Planning Code and Zoning Map as necessary.
- Determines consistency of the Redevelopment Plans, street vacations, land transfer agreements, and other approvals with the General Plan and Planning Code Section 101.1 Priority Policies, and recommends their adoption to the Board of Supervisors.

Port of San Francisco:

- Adopts CEQA findings and a mitigation monitoring program.
- Approves uses and activities on port properties.
- Adopts Public Trust/Burton Act findings.
- Adopt amendments to the *Waterfront Land Use Plan*.
- Approves street vacations for streets within port jurisdiction.
- Approves amendments to the Port Land Transfer Agreement and the Agreement Concerning the Public Trust.
- Issues building permits for port property, subject to possible coordination agreements between the Port and the Department of Building Inspection.
- Approves Redevelopment Plan for Mission Bay South.

Board of Supervisors:

- Adopts CEQA findings and a mitigation monitoring program.
- Adopts Redevelopment Plans.
- Adopts General Plan amendments, including rescission of the 1990 *Mission Bay Plan*.
- Adopts amendment of Article 9 of the City Planning Code and Zoning Map, as necessary.
- Makes Planning Code Section 101.1 Priority Policies findings.
- Approves amendments to the land transfer agreements.
- Approves street vacations, subdivision maps, and dedication of streets.
- Adopts amendments to the Subdivision Ordinance.
- Approves Redevelopment Agency pass-through payment pursuant to California Health and Safety Code, Section 33607.5 (f) (a portion of the "Community Redevelopment Law").

Department of Public Works:

- Approves and applies subdivision regulations.
- Approves subdivision parcel and condominium maps for development.
- Permits and accepts street improvements.
- Approves design of all public infrastructure improvements, including dimensions and grades of all public streets.

Department of Building Inspection:

- Issues demolition, site, building, and fire safety permits on non-port property, subject to possible coordination agreements between the Port and the Department of Building Inspection.

Department of Public Health:

- Issues food and beverage permits.
- Implements the site mitigation plan requirements of San Francisco Public Works Code Article 20 (Maher Ordinance).
- Administers requirements for hazardous materials Business Plans.

San Francisco Public Utilities Commission:

- Approves sewerage and drainage systems and oversees installation of water and sewer pipes.
- Approves sewer/stormwater system.

San Francisco Community College District:

- Approves Redevelopment Agency pass-through payment pursuant to California Health and Safety Code, Section 33607.5 (f) (a portion of the “Community Redevelopment Law”).

San Francisco Unified School District:

- Approves Redevelopment Agency pass-through payment pursuant to California Health and Safety Code, Section 33607.5 (f) (a portion of the “Community Redevelopment Law”).

SUMMARY OF REGIONAL, STATE, AND FEDERAL APPROVALS

Bay Conservation and Development Commission:

- Reviews compliance with requirements set forth in the San Francisco Bay Plan and San Francisco Waterfront Special Area Plan.
- Issues permits for development within the Bay and the 100-foot shoreline band, such as Channel promontories and rip-rap.

State Lands Commission:

- Reviews compliance with applicable public trust restrictions.
- Approves amendments to agreements concerning the public trust.

Bay Area Air Quality Management District:

- Issues permits for stationary sources of air pollutants as required by BAAQMD rules and regulations, such as facilities for industrial or research and development land uses.
- Approves Redevelopment Agency pass-through payment pursuant to California Health and Safety Code, Section 33607.5 (f) (a portion of the “Community Redevelopment Law”).

Bay Area Rapid Transit District:

- Approves Redevelopment Agency pass-through payment pursuant to California Health and Safety Code, Section 33607.5 (f) (a portion of the “Community Redevelopment Law”).

Regional Water Quality Control Board:

- Approves Risk Management Plans for the Project Area and provides final site clearance for specific development sites.
- Issues National Pollutant Discharge Elimination System permit for storm water discharges from construction areas.
- Issues Clean Water Act Section 401 certification or waiver for projects requiring Clean Water Act Section 404 permit.
- Issues NPDES permit for new separated stormwater system.
- Acts as Lead Administering Agency under AB 2061, to oversee the investigation and remedial action of hazardous materials release sites.

Peninsula Corridor Joint Powers Board:

- Grants easements to City and County of San Francisco for new public streets/crossings over railroad rights-of-way.
- Requires contract with City and County of San Francisco for operation and maintenance of street/crossing.

Department of Fish and Game:

- Enters into Fish and Game Code Section 1603 Streambed Alteration Agreement as required for proposed reconfiguration or bridging of the Channel, installation of rip-rap, or other modifications of the Channel bed or banks.

California Public Utilities Commission:

- Approves new rail crossings and rail crossing relocations.

U.S. Army Corps of Engineers:

- Issues Clean Water Act, Section 404 permit for any proposed discharges of fill material into “Waters of the United States,” including, for example, placement of rip-rap, and any other fill, in the Channel below the high tide level.

- Issues River and Harbors Act Section 10 permit for any structures or work in “Navigable waters of the United States,” including placement of rip-rap, pilings, or bridging of the Channel.

U.S. Coast Guard:

- Approves bridging of the Channel (a navigable waterway) under Section 9 of the Rivers and Harbors Act of 1899, as amended.

Agencies with Jurisdiction Over Hazardous Materials and Wastes:

- Agencies with potential permitting and/or oversight authority regarding hazardous materials handling and hazardous waste management include: the San Francisco Department of Public Health, the Regional Water Quality Control Board, the Bay Area Air Quality Management District, the California Division of Occupational Safety and Health Administration, the California Environmental Protection Agency, the California Highway Patrol, the California Department of Transportation, the California Department of Toxic Substances Control, the federal Occupational Safety and Health Administration, and the U.S. Department of Transportation.

SUMMARY OF UNIVERSITY OF CALIFORNIA APPROVALS

State Department of Finance:

- Approves all state-funded capital improvements.

The Regents:

- Act as lead agency under CEQA regarding CEQA compliance for development of the major new site at Mission Bay.
- In conjunction with UCSF and the state, approve project components, which will vary depending on the size of the specific development project, its funding source, and whether it involves amending the UCSF 1996 LRDP.
- Approve amendment of the UCSF 1996 LRDP, if necessary.
- Approve project components using external financing or major gifts exceeding \$10 million.
- Approve design for all construction exceeding \$10 million or any building of historic value or public trust.

● D. VARIANTS TO THE PROJECT

● Chapter VII of this document describes and evaluates variants to the project that the project sponsors have considered. Variants typically modify limited areas or aspects of the project and have substantially the same impacts and cumulative impacts, except where noted. Section G in Chapter VII analyzes a combination of those variants currently under consideration by the project sponsors.

NOTES: Project Description

1. Table III.A.2 presents the land use designations of the Redevelopment Plans documents. These designations include a mix of uses which are described in Table III.A.1.
2. San Francisco Redevelopment Agency, "Draft Redevelopment Plan for Mission Bay North Redevelopment Project" and "Draft Redevelopment Plan for Mission Bay South Redevelopment Project," March 30, 1998, Attachment 6 in each document. *
3. University of California San Francisco, *1996 Long Range Development Plan*, adopted January 1997.
4. The 1996 LRDP and Final EIR may be amended from time to time.
5. Several properties within the Project Area that are under other private ownership include: 1) the Castle Metals site at Third and Mariposa Streets, which consists of 1900 Third Street owned by 1900 Third Street, L.L.C., 1830 Third Street owned by Sheila O. Carraro, and 1800 Third Street owned by Rinaldo Carraro; 2) the Esprit site at Illinois and 16th Streets owned by Esprit de Corps; and 3) the Third Street Properties at Third Street south of Mission Rock Street, which consists of 1401 Third Street owned by Potter Electric Inc., 1455 and 1475 Third Street owned by Harms Land Company, and 1481 and 1501 Third Street owned by ARES Commercial Properties.
6. San Francisco Redevelopment Agency, "Draft Redevelopment Plan for the Mission Bay North Redevelopment Project" and "Draft Redevelopment Plan for the Mission Bay South Redevelopment Project," March 30, 1998.*
7. Animal care services could include facilities for animal housing, handling, treatment, and support.
8. "Affordable units" are dwelling units with rents or purchase prices affordable to low- and moderate-income households. The definition of "affordable" is found in California Health & Safety Code, Section 5025.5 and in California Code of Regulations, Title 25, Section 6910 *et seq.*
9. Several parcels of land within the Project Area are owned by property owners other than Catellus. Of these, the Third Street Properties would be designated for up to 90 units of housing and would provide for a realigned Mission Rock Street right-of-way.
10. San Francisco Redevelopment Agency, "Draft Redevelopment Plan for Mission Bay North Redevelopment Project" and "Draft Redevelopment Plan for Mission Bay South Redevelopment Project," March 30, 1998, p. 9 in each document.*

11. An efficiency factor of 0.9 was used to calculate gross square feet from gross leasable square feet, and the results were rounded. Thus, 50,000 gross leasable square feet converts to 55,555 gross sq. ft., and this figure was rounded to 56,000 gross sq. ft.
12. This land use program was evaluated in the transportation analysis in this SEIR and represents a conservative scenario as it represents fairly high trip-generating uses. The Redevelopment Plan does not confine the uses to exactly this mix and would allow a broader mix of uses within the Mission Bay North retail area.
13. University of California San Francisco, *1996 Long Range Development Plan*, adopted January 1997, pp. 63-64.*
14. University of California San Francisco, *UCSF Long Range Development Plan Final Environmental Impact Report*, State Clearinghouse No. 95123032, certified January 1997, p. 30.*
15. The UCSF *1996 Long Range Development Plan* projects for planning purposes two spaces per 1,000 gross sq. ft. totaling up to 5,300 parking spaces for the major new site (University of California San Francisco, *1996 Long Range Development Plan*, adopted January 1997, p. 211). The UCSF LRDP Final EIR projects the parking demand by mode split to be about 4,200 spaces (University of California San Francisco, *UCSF Long Range Development Plan Final Environmental Impact Report*, State Clearinghouse No. 95123032, certified January 1997, p. 350). UCSF anticipates that development of parking will be phased and that the total number of parking spaces at full build-out will approximate the estimated demand.*
16. The description in this section is summarized from University of California San Francisco, *UCSF Long Range Development Plan Final Environmental Impact Report*, State Clearinghouse No. 95123032, certified January 1997, pp. 21-22.*
17. University of California San Francisco, *University of California San Francisco 1996 Long Range Development Plan*, adopted January 1997, p. 157.*
18. The phasing for development of a central plant is not yet known.
19. Catellus would convey approximately 2.2 acres to the City for a school, of which approximately 0.7 acre would be used for a school building and 1.5 acres would be open space for a play yard. The School District would be responsible for building the school and maintaining this site.
20. For purposes of analysis, an assumption was made in this SEIR regarding the proportion of office space within the Commercial Industrial land use category. Office was assumed to be 50% of the space: research and development, light industry, and other such uses were assumed to be the remaining 50%. While less office development is anticipated to be developed, the assumption of more office development is conservative for EIR analysis purposes because there are more employees, and consequently more vehicle trips, for office space.
21. Note: 5,000,000 gross square feet is equivalent to 5,557,000 gross leasable square feet.
22. The Caltrain terminal, located at Fourth and Townsend Streets, is outside the Mission Bay North Redevelopment Area, and is not part of the project.
23. Riprap is a layer of loose rock or aggregate placed over an erodible soil surface to protect soil from the erosive forces of water. It is typically used on storm drain outlets, channel banks and bottoms, roadside ditches, drop structures, shorelines, and any other place where soil may erode. (Association

- of Bay Area Governments, *Manual of Standards for Erosion and Sediment Control Measures*, 2nd Ed., May 1995, p. 7.15.)
24. The Design for Development documents will exclude rooftop mechanical equipment and appurtenances (i.e., stacks) from the maximum height calculation.
 25. San Francisco Redevelopment Agency, *Design Standards and Guidelines, Mission Bay*, Draft C, prepared by Catellus Development Corporation; as adopted by the Mission Bay Citizens Advisory Committee on December 11, 1997, revised March 30, 1998, pp. 28-29.*
 26. Robin Jones, Assistant Vice Chancellor, Campus Planning, University of California San Francisco, personal communication, September 24, 1997. The UCSF LRDP goals and objectives include Land Use goals that address compatibility with surroundings at both the existing UCSF sites and the major new site (University of California San Francisco, *1996 Long Range Development Plan*, adopted January 1997, p. 75). The UCSF LRDP Final EIR states UCSF's intention to work with local jurisdictional land use planning and zoning guidelines (University of California San Francisco, *UCSF Long Range Development Plan Final Environmental Impact Report*, State Clearinghouse No. 95123032, certified January 1997, p. 300).*
 27. The floor area ratio is the ratio of the gross floor area of all the buildings on a lot to the area of the lot (San Francisco Planning Code, Article 1 Section 102.11, as amended September 10, 1998). As used in the calculations in this section, the developable land area in each land use designation is assumed to be exclusive of vara streets, public rights-of-way, and utility easements.
 28. San Francisco Redevelopment Agency, *Design Standards and Guidelines, Mission Bay*, Draft C, prepared by Catellus Development Corporation; as adopted by the Mission Bay Citizens Advisory Committee on December 11, 1997, revised March 30, 1998, pp. 32-33.*
 29. San Francisco Redevelopment Agency, *Design Standards and Guidelines, Mission Bay*, Draft C, prepared by Catellus Development Corporation; as adopted by the Mission Bay Citizens Advisory Committee on December 11, 1997, revised March 30, 1998, pp. 30-31.*
 30. Freight train operations on the rail connections in Mission Bay are restricted to 1 a.m. to 4 a.m. when passenger service does not occur on the Caltrain tracks. The existing usage data received from Union Pacific Railroad shows one train delivery to Pier 54 two years ago; the only other reported usage is 15 cars per year to Pier 80, using the "Y" connection to Illinois Street, and then southerly on Illinois to Pier 80.
 31. When the Initial Study was published (Appendix A of this document), excavation for basements was not anticipated. Subsequent plans include some excavation. Effects from excavation are addressed in Section VI.H, Seismicity: Impacts and Section VI.J, Contaminated Soils and Groundwater: Impacts.
 32. San Francisco Redevelopment Agency, "Draft Redevelopment Plan for Mission Bay North Redevelopment Project" and "Draft Redevelopment Plan for Mission Bay South Redevelopment Project," March 30, 1998, Attachment 6 in each document.*
 33. As outlined in the Conceptual Agreement for Mission Bay South (letter from Willie L. Brown, Jr., Mayor of San Francisco, to Nelson Rising, President of Catellus Development Corporation, March 3, 1997), "public infrastructure improvements, including parks, should be phased to the extent possible to serve the incremental buildout of the project. Further, the City and Redevelopment Agency will work closely with Catellus to take full advantage of surplus capacity in existing infrastructure to support initial development."

34. 2,300 employees for city-serving retail, 1,270 employees for entertainment-oriented retail, 730 employees for neighborhood-serving retail, and 370 employees for the hotel, equals 4,670, rounded to 4,700.
35. San Francisco Redevelopment Agency, "Draft Redevelopment Plan for Mission Bay North Redevelopment Project" and "Draft Redevelopment Plan for Mission Bay South Redevelopment Project," March 30, 1998, Section 303 in each document.*
36. Catellus would develop half, minus 45 dwelling units, of the affordable units in Mission Bay North, and not-for-profit developers selected by the Redevelopment Agency would develop the other half, plus 45 dwelling units. In addition to units developed by Catellus, Catellus would dedicate up to 3.8 acres to the Redevelopment Agency for its affordable housing development. "Mission Bay Conceptual Framework for a Proposal for the North of Channel Redevelopment Plan Area," September 26, 1996.*
37. University of California San Francisco, *1996 Long Range Development Plan*, adopted January 1997, p. 157. The UCSF LRDP Final EIR analyzes the potential environmental impacts associated with development of the major new site anywhere within Mission Bay and shows as an illustrative site plan a location that differs from that currently proposed. Neither the program-level analysis in that EIR, nor the analysis in this SEIR, are affected by the differences. Additional goals and objectives of UCSF are outlined in the *1996 Long Range Development Plan*, pp. 160-161.*
38. University of California San Francisco, *1996 Long Range Development Plan*, adopted January 1997.*
39. University of California San Francisco, *UCSF Long Range Development Plan Final Environmental Impact Report*, State Clearinghouse No. 95123032, certified January 1997.*
40. Memorandum of Understanding between the University of California San Francisco and the City and County of San Francisco, February 17, 1987 (see Appendix E of the UCSF *1996 Long Range Development Plan Final EIR*, certified January 1997).*

* A copy of this report is on file for public review at the Office of Environmental Review, Planning Department, 1660 Mission Street, San Francisco.

IV. BACKGROUND AND SEIR STUDY APPROACH

This chapter summarizes background information as well as important technical and organizational features of the Mission Bay Subsequent Environmental Impact Report (SEIR). The Background section provides information about the 1990 FEIR, and differences in the prior and present project to provide context for the analysis in the rest of the document. The SEIR Study Approach section explains the structure of the impact assessment and basic conventions of the SEIR analysis. First, this section presents the Project Area subareas used solely for environmental analysis. In addition, the nearby and adjoining areas around the Project Area are described within their established planning area boundaries. This section also defines local and cumulative impact perspectives. Finally, this section describes the organization of this SEIR.

A. BACKGROUND

As described in the 1990 FEIR/1/, most of the Project Area was originally a shallow, wide-mouthed bay called Mission Bay. By the 1850's, shipyards and other industrial uses occupied the Project Area. In the late 1860's, the California Legislature granted two railroad companies land in the Mission Bay tidelands to develop a railroad terminal. Eventually, Mission Bay was nearly completely filled in, and the resulting land was occupied by rail yards, along with a variety of industrial uses. Today, Catellus Development Corporation (Catellus), successor to the railroads, owns and manages most of the property in the Project Area.

The Mission Bay Plan, Proposal for Citizen Review, published by the San Francisco Planning Department in January 1987, provided a land use program and a plan, social and economic programs, design guidelines, and land use controls. The Mission Bay Plan area encompassed 294 to 309 acres, depending on whether port land east of Third Street near Piers 50 to 54 was included./2/

Under the California Environmental Quality Act (CEQA), the Planning Department, as lead agency for the City and County of San Francisco, prepared an Environmental Impact Report (EIR) for the Mission Bay project. A Draft EIR was published in August 1988, and a Draft EIR Supplement was published in March 1989. The Mission Bay Final EIR (1990 FEIR) was certified in August 1990./3/

The 1990 FEIR analyzed three development alternatives at an equal level of detail, and 12 variants on those alternatives. Alternatives A and B were integrated mixed-use development programs.

Alternative A consisted of 7,700 dwelling units, 4.1 million gross square feet (gross sq. ft.) of office, 3.6 million gross sq. ft. of S/LI/RD space, a 500-room hotel, 250,000 gross sq. ft. of retail, 125,000 gross sq. ft. of community facilities, and 55 acres of open space (including the 12-acre China Basin Channel which is not included in the open space tabulation for the current project)./4/

Alternative B contained more housing and open space and less commercial space than Alternative A. Alternative B consisted of 10,000 dwelling units, 1.0 million gross sq. ft. of office, 420,000 gross sq. ft. of service/light industrial/research and development (S/LI/RD) space, 300,000 gross sq. ft. of retail, 293,000 gross sq. ft. of community facilities, and about 94 acres of open space (including the 12-acre Channel)./5/ Alternative B also included three wetlands./6/

Alternative N, the no project alternative, presented a development scenario likely to occur in the future under then-existing M-2 (Heavy Industrial) zoning with no master development program for the area. Alternative N consisted of 5.0 million gross sq. ft. of industrial uses, 1.05 million gross sq. ft. of port-related industrial uses, 1.0 million gross sq. ft. of office, 100,000 gross sq. ft. of retail, and 42,000 gross sq. ft. of community facilities.

A variant of Alternative A that included about 500 more residential units than Alternative A, more office and retail space, less S/LI/RD space, and 10.8 acres of reclaimed wetlands was ultimately approved. The San Francisco City Planning Commission certified the 1990 FEIR on August 23, 1990. In September 1990, the Planning Commission adopted CEQA findings and a mitigation monitoring program, approved the 1990 *Mission Bay Plan* (an area plan) as part of the *San Francisco General Plan*, and adopted conforming amendments to other elements and area plans of the General Plan. In September 1990 and February 1991, the Commission adopted resolutions recommending to the San Francisco Board of Supervisors (Board) that it adopt amendments to the City Planning Code and Zoning Map to add Article 9 (Mission Bay District) to the Planning Code and Mission Bay districts to the Zoning Map, and approve a Development Agreement with Catellus. The Planning Commission approved the amendments to the *Mission Bay Plan* in February 1991. In February 1991, the Board adopted CEQA findings and a mitigation monitoring program, approved the Mission Bay development proposal, approved a development agreement, and adopted amendments to the City Planning Code and Zoning Map implementing the 1990 *Mission Bay Plan*./7/

Although approved, the prior Mission Bay project analyzed in the 1990 FEIR was never built. The City's office market slowed during the recession of the early 1990's, and construction never commenced. On April 14, 1996, the development agreement was terminated. In 1996-97, the San Francisco Redevelopment Agency (Redevelopment Agency) and Catellus proposed the project evaluated in this SEIR. The Planning Department and the Redevelopment Agency are joint lead

agencies responsible for preparation of this SEIR (Planning Department File No. 96.771E and SFRA Case No. ER 919-97).

DIFFERENCES IN PROJECT AREA BOUNDARIES BETWEEN THE 1990 FEIR AND THIS SUBSEQUENT EIR

There are a number of differences between the current Project Area and the project area considered in the 1990 FEIR./8/ Figure III.B.1 shows the Mission Bay Project Area, and Figure V.A.1 shows the boundaries of the prior plan./9/ Unlike the previous project area, the current Project Area excludes most of China Basin Channel and does not include the Mission Creek leasehold, the houseboats, or pleasure craft berths./10/ The current Project Area also does not include the backland to Pier 48 (Seawall Lot 337), stopping at Third Street and the realigned Mission Rock Street. In addition, the current Project Area does not include the two blocks of the Caltrain terminal between Townsend, King, Fourth, and Sixth Streets. The current Project Area does include the Castle Metals site at Third and Mariposa Streets and the Esprit site at Illinois and 16th Streets, which, were not included in the 1990 *Mission Bay Plan*.

B. SEIR STUDY APPROACH

PERSPECTIVES FOR IMPACT ASSESSMENT

Project Area Subareas for Environmental Analysis

To facilitate the environmental analysis of the proposed Mission Bay project, the Project Area is divided into subareas, as shown in Figure IV.B.1. The subareas make the environmental analysis flexible by taking into account the siting of particular land uses (such as residential and retail) within the land use designations such as Mission Bay South Retail of each Redevelopment Plan Area. Information was aggregated by subarea for the analysis, so that the location of land uses could change within a subarea without substantially affecting the SEIR results. These subareas are strictly for SEIR purposes and have no meaning with respect to the proposed Redevelopment Plans, construction phasing, or any other aspects of the project. The proposed Mission Bay North Redevelopment Area is equivalent to the North Subarea. The Mission Bay South Redevelopment Area is divided into four subareas. The Central Subarea consists of the northern portion of the proposed Mission Bay South Redevelopment Area. The UCSF Subarea consists of the central portion of the Mission Bay South Redevelopment Area, where the UCSF site would be located. The West Subarea lies between Interstate 280 (I-280) and the UCSF Subarea, and extends to Third Street at the south end of the

Project Area, south of 16th Street. The East Subarea lies between Third Street and the Bay, south of The Common.

Nearby Areas

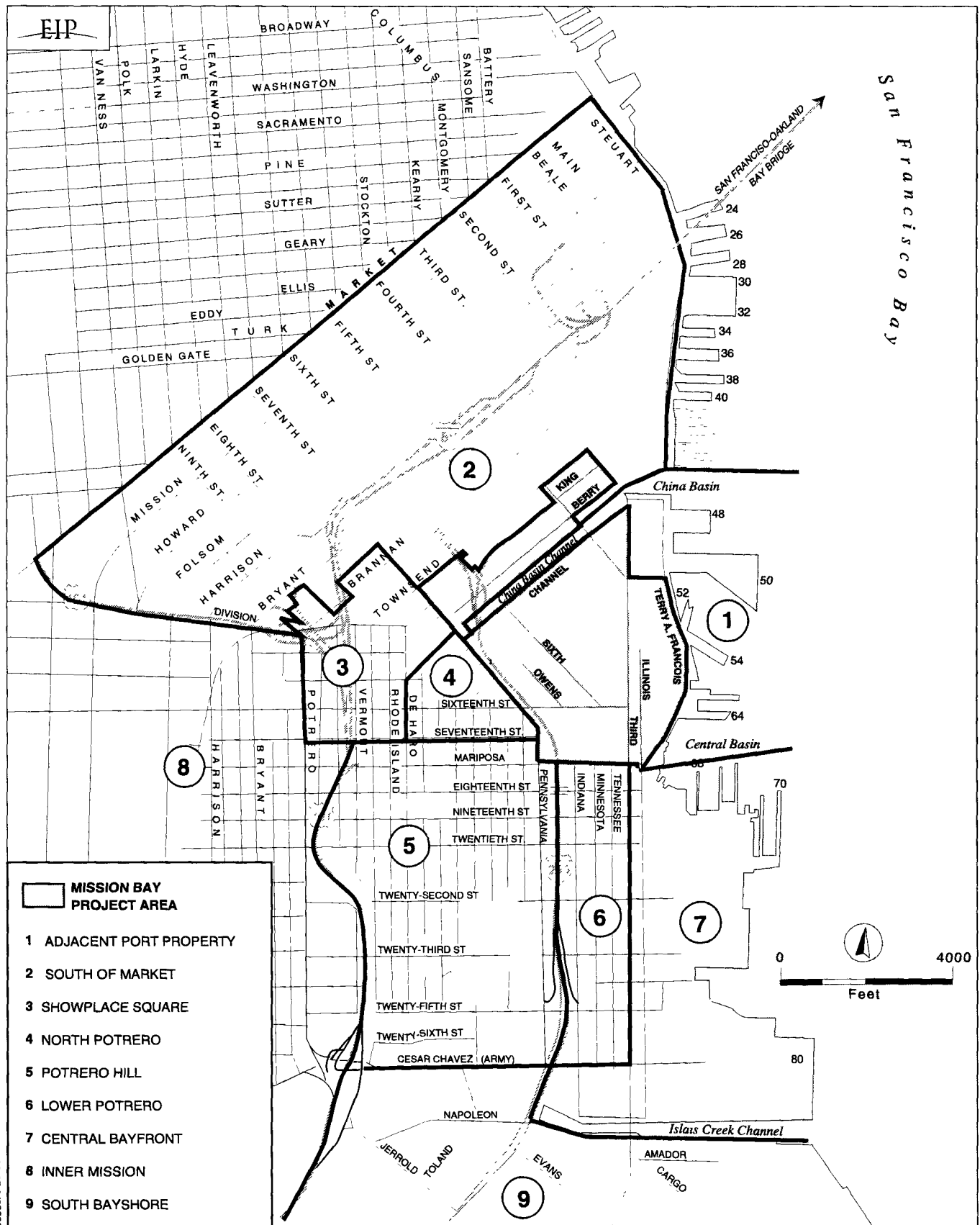
Figure IV.B.2 shows the Project Area and Nearby Areas. In some cases, growth in one or more Nearby Areas provides a background context for the SEIR analysis. The Nearby Areas are primarily defined according to established planning area boundaries. The Nearby Areas pertinent to this SEIR are:

- Adjacent Port Property
- South of Market
- Showplace Square
- North Potrero
- Potrero Hill
- Lower Potrero
- Central Bayfront
- Inner Mission
- South Bayshore

The last two Nearby Areas are more distant from the Project Area and less affected by the project, and so are treated at a lesser level of detail than those that are closer./11/

The Adjacent Port Property Nearby Area includes China Basin Channel between Mission Bay North and Mission Bay South and part of the southern shoreline of the Channel. North and northeast of the Project Area is the South of Market Nearby Area. The northern border of the South of Market area extends to Market Street, to encompass the Rincon Hill and Transbay areas. The area includes the Yerba Buena Center Redevelopment Area and most of the area covered by the *South of Market Plan*. To the northwest is the Showplace Square Nearby Area near Eighth and Townsend Streets.

The Potrero Hill and North Potrero Nearby Areas are located south and west of the Project Area, on the other side of the I-280 freeway and the Caltrain railroad tracks. The Lower Potrero Nearby Area and Central Bayfront Nearby Area border the Project Area south of Mariposa Street. The Inner Mission Nearby Area is bounded roughly by U.S. 101 on the east, Dolores Street on the west, 16th



SOURCE: EIP Associates

MISSION BAY SUBSEQUENT EIR
FIGURE IV.B.2 NEARBY AREAS

Street on the north, and Cesar Chavez Street on the south. The South Bayshore Nearby Area, about 1 mile south of the southern boundary of the Project Area, extends from Islais Creek to the county line, from U.S. 101 to the Bay. The Nearby Areas and existing uses are described in “Existing Land Uses in the Nearby Areas” in Section V.B, Land Use: Setting.

Analysis Years

Setting

The SEIR describes existing conditions for the Project Area, as well as for Nearby Areas and the City as a whole, where appropriate. The setting year for the Mission Bay SEIR is 1997. Project Area data collection for most sections of the 1990 FEIR was completed in 1985 and 1986. Most of this initial information has been updated for the SEIR and is current as of late 1997.

Future Context

Development of Mission Bay would be a long-term effort. The amount of building space represented by the development program (whether commercial or residential space) would be built and occupied in phases over a long time period.

Analysis of commercial and residential development in the Project Area in the context of growth trends and potentials in the City and the region indicates that build-out and full occupancy of the Mission Bay Project Area would take at least 20 years after the first buildings are occupied. Assuming occupancy starts around 2000, the 20-year build-out period would extend through 2020. For purposes of a conservative environmental analysis, the build-out analysis year was chosen to be 2015.

The year 2015 was chosen as the analysis year to provide a basis for studying the impacts of the full project as well as cumulative impacts (the project in conjunction with other known projects and expected growth and development). Cumulative impacts were assessed on the basis of the most current available regional population and employment projections for the year 2015 made by the Association of Bay Area Governments (ABAG)/12/, as adjusted to provide for slightly higher expected growth in San Francisco than the ABAG forecast./13/ Because it is unlikely that the project would actually be fully built out by 2015, the assumption of full build-out is conservative for SEIR analysis purposes (i.e., impacts are probably overstated). Other assumptions about future conditions are described under relevant topics in Chapter V, Environmental Setting and Impacts. For example, the transportation system assumed to be in place for the 2015 analysis year is described in “Year 2015 Transportation System Assumptions” in Section V.E, Transportation: Impacts.

University of California San Francisco

The University of California San Francisco adopted the *1996 Long Range Development Plan*/14/ in 1997, which identifies the need for a major new site in addition to its existing Parnassus Heights site and other sites to meet the projected decompression, expansion, and consolidation of UCSF's activities over the next 15 years and beyond. The *UCSF Long Range Development Plan Final Environmental Impact Report* (UCSF LRDP FEIR)/15/, certified by The Regents in 1997, evaluates the environmental impacts of locating 2.65 million gross sq. ft. of UCSF research, institution, and support uses at three locations, including a site in Alameda, one partially in Brisbane and partially in San Francisco, and one in Mission Bay. On May 16, 1997, The Regents approved the selection of Mission Bay for its "Major New Site." The UCSF LRDP FEIR analysis forms the basis for many of the assumptions regarding UCSF activities in Mission Bay.

ORGANIZATION OF THIS SEIR

The amount of information collected and analyzed for this SEIR is voluminous and a considered approach to presentation of data in the text was necessary. The text provides sufficient detail for a complete and thorough understanding of the project's potential impacts. Tables and figures included in the text highlight information about the effects of the project. More technical or detailed information is included in the SEIR Appendices. Still more technical or detailed background or supporting documentation is maintained in the project SEIR file. This approach to data presentation avoids repetition of similar statistics and communicates most clearly and economically the information of greatest interest to the reader. Supporting documentation, including detailed documentation of all analyses, is available for public review at the San Francisco Planning Department, 1660 Mission Street, San Francisco, California 94103.

In the SEIR, page, table, and figure numbers reflect the chapter to which they pertain. Chapter V, Environmental Setting and Impacts, is divided into sections by major topics, such as Section V.F, Air Quality, and Section V.M, Community Services and Utilities. To provide the reader with continuity, the Impacts subsection for each major topic immediately follows the Setting subsection for that topic. Section V.M, Community Services and Utilities, is an exception to this organization, with the Setting and Impacts subsections for each minor topic placed together for ease of reference. In Chapter V, page, figure, and table numbers reflect major topic subsections.

Chapter XIII, Report Outline, presents an outline showing the subheadings used in the various chapters of the SEIR. The outline will assist the reader in finding specific information and in locating subsections referred to in other parts of the document.

NOTES: Background and SEIR Study Approach

1. San Francisco Planning Department, *Mission Bay Final Environmental Impact Report*, Planning Department File 86.505E, State Clearinghouse No. 86070113, certified August 23, 1990.
2. 1990 FEIR, Volume One, p. III.4.
3. The 1990 FEIR is incorporated by reference into this SEIR. The 1990 FEIR is available at the San Francisco Planning Department, 1660 Mission Street, 5th floor. Pertinent information from the 1990 FEIR is summarized throughout this document.
4. 1990 FEIR, Volume One, pp. II.7-II.11.
5. 1990 FEIR, Volume One, pp. II.11-II.14.
6. Alternative B from the 1990 FEIR (Volume One, pp. V.13-V.16) is the basis of Alternative 3 in this 1997 SEIR, with some modifications. See Section VIII.C, Alternative 3: Residential/Open Space Development Alternative, for a description of Alternative 3.
7. A development agreement is an agreement between a developer and a city or county that sets forth obligations of the developer and city or county regarding subsequent development of a specific area.
8. 1990 FEIR, Volume One, p. II.8.
9. The Project Area does not include China Basin, China Basin Channel, China Basin Landing, Pier 48 or its environs, or the Caltrain terminal.
10. Regarding the China Basin Channel, the proposed Mission Bay North Redevelopment Area extends to the Channel Street right-of-way on the northern edge. The Mission Bay South Redevelopment Area's boundary in the Channel is more complicated. The boundary is along the edge of the Mission Creek Harbor Association leasehold, which runs in the water of China Basin Channel and includes 50 parking spaces, as well as a landscaped shoreline area along the length of the marina (860 feet). The proposed Mission Bay South Redevelopment Area does not include the houseboats.
11. In the 1990 FEIR, the downtown area was extensively analyzed because the proposed Mission Bay project included approximately 4 million square feet of office space north of the Channel, a land use more akin to downtown than the land uses currently proposed. In this SEIR, the analysis extends northward to the South of Market Nearby Area because the proposed Mission Bay Project Area land uses would be more like those in the South of Market.
12. Association of Bay Area Governments, *Projections '96*, December 1995.
13. Since publication of the Draft SEIR, an environmental review application has been received by the Planning Department for 185 Berry Street, proposing a three-story addition to the existing China Basin Landing office building that would add about 170,000 square feet of office space. The site is the northerly portion of a parcel consisting of the entire block bounded by Fourth Street, Berry Street, Third Street, and China Basin Channel. The resulting building would be similar in size and bulk to the existing wharfside office building on the same parcel to the south, bordering the north side of China Basin Channel. The site is bordered on its Berry Street and Fourth Street sides by the Project Area, and across Third Street by the Giants ballpark site.

The SEIR's transportation and other analyses of Mission Bay project impacts do not assume this specific development project. The SEIR analyses do assume, for cumulative impact assessment purposes, considerable additional office and other development in the area. The assumptions of cumulative growth are based on ABAG projections of population and employment, adjusted to account for anticipated potential major projects in San Francisco, as described on pp. V.E.38-V.E.39. Therefore, transportation and other cumulative impacts associated with 185 Berry Street and other development projects that will accommodate future population and employment growth are included in the SEIR cumulative analyses, based on the forecast general locations for such growth.

Individual projects, such as 185 Berry Street, may have location-specific impacts not accounted for in the SEIR analysis. Such location-specific impacts are not possible to predict with certainty, since detailed project features, transportation plans, and mitigation measures for the specific project will emerge and evolve as environmental analysis is conducted for that project. The environmental review documents for 185 Berry Street and other future projects will analyze and describe any such specific impacts, using the cumulative future scenario in this SEIR as the 2015 baseline. Those future documents would also suggest applicable mitigation measures in the event significant project-specific impacts are found.

14. University of California San Francisco, *1996 Long Range Development Plan*, adopted January 1997.
15. University of California San Francisco, *UCSF Long Range Development Plan Final Environmental Impact Report*, State Clearinghouse No. 95123032, certified January 1997.

V. ENVIRONMENTAL SETTING AND IMPACTS

A. PLANS, POLICIES, AND PERMITS

This section of this SEIR updates the 1990 FEIR discussion based on changes to the proposed development and the regulatory framework that have occurred since certification of the 1990 FEIR.

This section discusses the city, regional, state, and federal plans and policies applicable to the proposed project. It also describes permits and approvals that would be required and identifies the agencies that would issue them. Some agencies maintain policies or plans that may affect the nature of land use development in the Project Area, while others may pertain only to specific permitting activities of the proposed project. This section incorporates relevant discussion from the 1990 FEIR wherever possible. See Section III.C, Approvals Required, for a comprehensive list of approvals.

Two aspects of the proposed project present new major jurisdictional and permitting circumstances not considered in the 1990 FEIR. First, the Redevelopment Agency proposes to create two Redevelopment Areas that together would comprise the Project Area: the Mission Bay North Redevelopment Area and the Mission Bay South Redevelopment Area. The Redevelopment Agency's planning process and its implications for the plans and policies governing the Project Area are addressed in this section. A second new element of the proposed project is the decision by The Regents of the University of California and the University of California San Francisco to locate and develop a major new instruction, research, and support site in Mission Bay.

The endnotes for this section begin on p. V.A.44.

SETTING

Planning and regulatory control over the proposed Project Area is exercised by many governmental agencies. Land in the Project Area is under private, City, and Port ownership, and some land is subject to the public trust, with oversight by the State Lands Commission. The Project Area is covered by the General Plan of the City and County of San Francisco, but certain small areas also fall under the Port of San Francisco's *Waterfront Land Use Plan*. For proposed project development within 100 feet of the Bay shoreline and in China Basin Channel, the San Francisco Bay Conservation and Development Commission has jurisdiction over certain aspects of the project. These agencies and

others with jurisdictional authority in the Project Area are discussed in "Regional Agencies," "State Agencies," and "Federal Agencies," later in this Setting subsection.

Local, regional, state, and federal policies regarding transportation are discussed in "Existing Transportation Plans, Policies, and Programs" in Section V.E, Transportation: Setting.

SAN FRANCISCO REDEVELOPMENT AGENCY

The San Francisco Redevelopment Agency (the Redevelopment Agency) was established by the Board of Supervisors in 1948 pursuant to the 1945 Community Redevelopment Law.^{1/} While the Redevelopment Agency's jurisdiction is limited to the City, it is a creation of the state and is thus a separate legal entity. The Redevelopment Agency wields a number of powers, such as the ability to initiate tax-increment financing, that are based on the creation of redevelopment areas through the adoption of redevelopment plans for those areas. The first major step in creating a redevelopment area is the establishment of a redevelopment survey area. The final project area for a redevelopment plan when it is adopted must be located within the boundaries of the survey area. In this instance, the Project Area for the two proposed redevelopment plans consists of two survey areas. The Mission Bay North Survey Area was adopted on August 19, 1996. The Mission Bay South Redevelopment Survey Area was adopted on August 25, 1997. While the Redevelopment Agency adopts redevelopment areas, the Board of Supervisors takes the final action approving them. Redevelopment areas must be found to be blighted and must be predominantly urban; without a finding of blight, a redevelopment project cannot be established.

Following establishment of a redevelopment survey area, Planning Department staff prepare a Preliminary Plan, which includes a basic project description. The Planning Commission then selects the preliminary redevelopment project area boundaries, approves the Preliminary Plan, and forwards it to the Redevelopment Agency. The Planning Commission selected the Redevelopment Area boundaries and approved the Preliminary Plans for Mission Bay North and Mission Bay South on December 12, 1996, and October 23, 1997, respectively.

The final redevelopment plan for a redevelopment area is adopted by the Board of Supervisors only after a number of steps are completed, including environmental review and a report to the Board prepared by the Redevelopment Agency. The report discusses, among other things, the feasibility of the proposed plan and the manner in which it would eliminate blight pursuant to Community Redevelopment Law. The Redevelopment Agency imposes land use controls primarily as embodied in the redevelopment plans.

Any land within the boundary of a redevelopment plan area that is owned by public bodies or that is otherwise within the jurisdiction of agencies other than the redevelopment agency, remains under the purview of those public bodies and is subject to the plans, policies, and permitting requirements called for by the governing agency. Port land in the plan area that is intended for development as part of the redevelopment plans must conform to the Port's policies and land use controls, unless it is ceded or transferred to the Redevelopment Agency or unless alternative arrangements are made under the Redevelopment Plans and approved by the Port and Board of Supervisors. Redevelopment plans would be subject to regulations pertaining to any state-owned land and any land that is part of the public trust (see "California State Lands Commission," later in this Setting subsection) that may be incorporated into the plan area. The Redevelopment Agency is also required to adhere to plans and policies issued by state and federal bodies that may affect land included in the redevelopment areas.

PLANS, POLICIES, AND PERMITS OF LOCAL AGENCIES

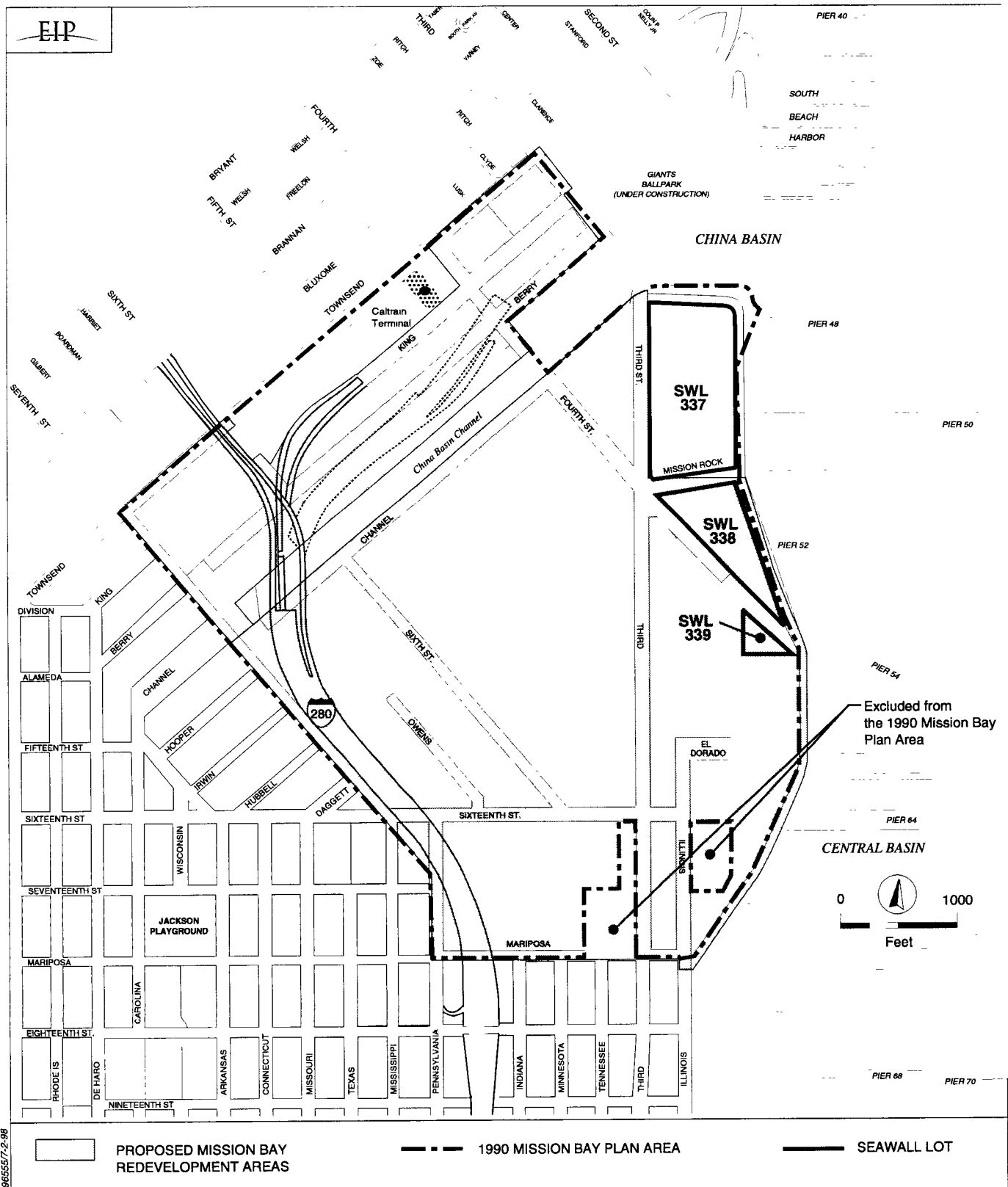
Plans of the City and County of San Francisco

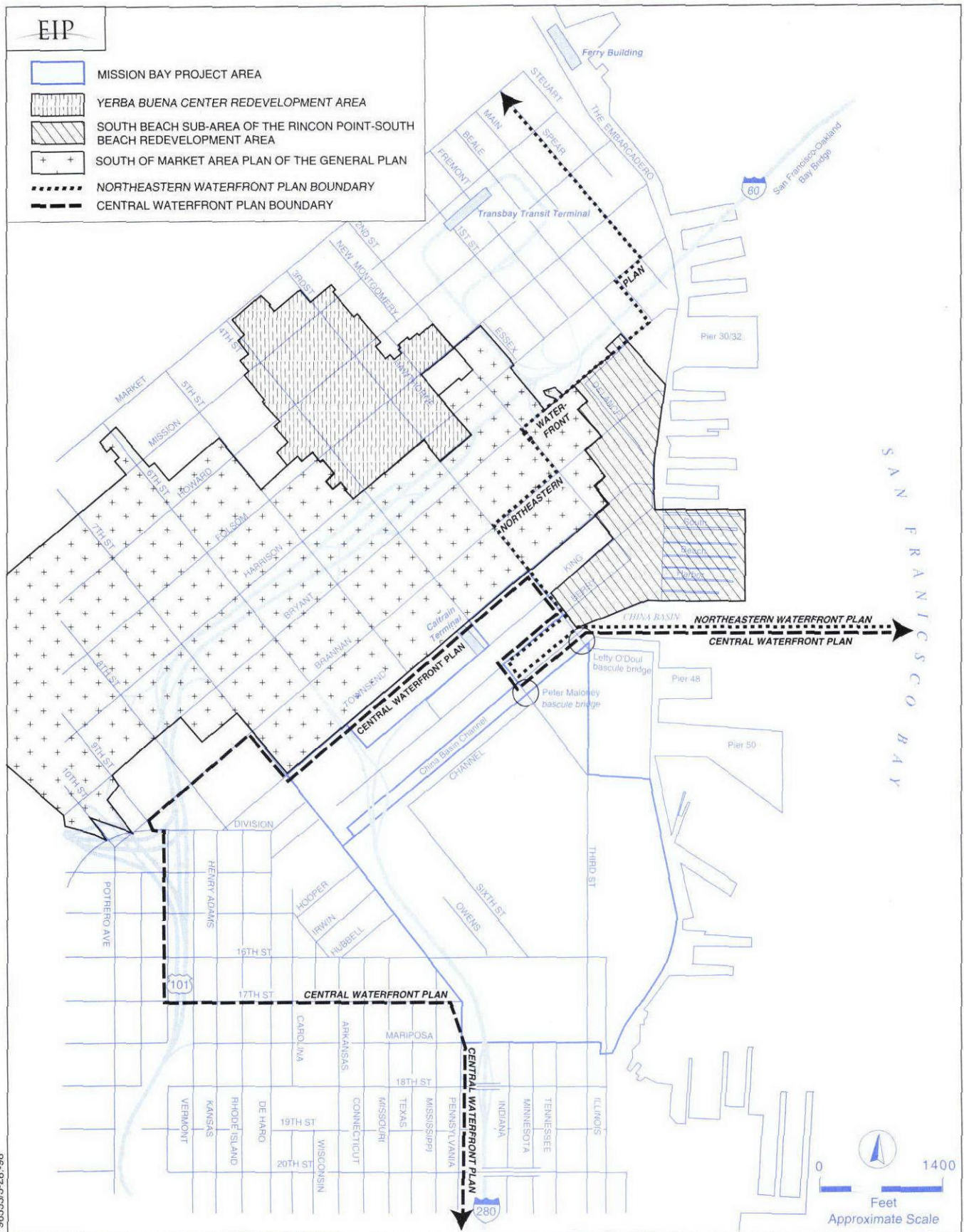
San Francisco General Plan

The San Francisco General Plan (General Plan), adopted by the Planning Commission and the Board of Supervisors, contains the comprehensive, long-term land use policy for San Francisco, as required by the California Government Code, Section 65300 and City Charter Section 4.105. The General Plan consists of Elements covering a variety of land uses and related activities as well as Area Plans that allow specific local application of jurisdiction-wide policies. Elements and Area Plans relevant to the project are discussed below. Selected Area Plan boundaries are shown in Figures V.A.1 and V.A.2.

Central Waterfront Plan

The Mission Bay Project Area is entirely within the area currently covered by the *Central Waterfront Plan*. The *Central Waterfront Plan*, adopted in July 1980 and since amended, is intended to fulfill a goal of the Commerce and Industry Element calling for diversification of San Francisco's economic base and improvement of industrial and maritime sectors.^{/2/} The *Central Waterfront Plan* generally covers the area from China Basin to Islais Creek inland to about U.S. 101 north of 17th Street, along Seventh Street to I-280, and I-280 from 17th Street south to Islais Creek (see Figure V.A.2). The overall goal of the *Central Waterfront Plan* is "to create a physical and economic environment conducive to the retention and expansion of San Francisco's industrial and maritime activities, to reverse the pattern of economic decline in the area and to establish a land base for the industrial and maritime components of the San Francisco economy."^{/3/} This plan was amended in 1990 to add





MISSION BAY SUBSEQUENT EIR

FIGURE V.A.2 SAN FRANCISCO GENERAL PLAN-SELECTED AREA PLAN AND NEARBY REDEVELOPMENT PLAN BOUNDARIES

Part II — the *Mission Bay Plan*. Part I presents land use policies for the Islais Creek, Central Basin, Lower Potrero, North Potrero, and Showplace Square areas, while Part II defines land use development and policies for the Mission Bay area.

As can be seen in Figure V.A.1, several sites in the *Mission Bay Plan* would not be part of the proposed project and are not included in the Project Area: the blocks located between Townsend, King, Fourth, and Sixth Streets, which include the Caltrain terminal and tracks; Seawall Lot 337, located at the mouth of China Basin Channel and Third Street; and portions of Seawall Lots 338 and 339. Under the *Mission Bay Plan*, the Caltrain terminal would have been relocated. Seawall Lot 337 was designated as a wetlands site and Seawall Lots 338 and 339 were designated as open space under the *Mission Bay Plan*.

Two sites are included in the currently proposed Project Area that were not included in the 1990 *Mission Bay Plan*: the Castle Metals site at Mariposa Street and Third Street, and the Esprit site at 16th Street near Illinois Street (see Figure III.B.2).^{4/} These sites currently fall under Part I of the *Central Waterfront Plan*.

As applicable, the following are summaries of general objectives and policies of the *Central Waterfront Plan*, Part I, that currently apply to the parcels occupied by Castle Metals and Esprit:

- **Land Use:** Preserve and promote the Central Waterfront area for San Francisco's industrial activities while developing residential, commercial and recreational uses on surplus land that complement industrial and maritime activities.
- **Industry:** Retain, expand and protect industrial activity by rehabilitating old structures, developing vacant land, consolidating retail operations, establishing job training, financing programs for new development, and removing overly restrictive city codes related to industry.
- **Maritime:** Retain and expand existing maritime activities, encourage development of container terminals along the waterfront, and reserve land adjacent to the waterfront for maritime support use.
- **Commerce:** Provide commercial and water-oriented recreational activities to serve the area's residents and businesses while preserving office development that is not directly related to industrial and maritime uses.
- **Residence:** Retain existing housing and residents, and promote new housing in established residential areas and near China Basin Channel, including development of low- and moderate-income units.
- **Transportation:** Improve citywide and regional auto, truck and pedestrian access to the Central Waterfront, including extending light-rail service to the area.

- Recreation and Open Space: Provide public access to the waterfront and recreational resources in the area, compatible with industrial and maritime activities.
- Urban Design: Design new development to be compatible with existing topography, limit height and bulk along the waterfront, and protect and create views of downtown and the Bay.

Summary objectives for the Central Basin subarea, which currently includes the Esprit site, are as follows:

- Objective 1: Expand maritime activity by reserving the water area, piers, seawall lots and 6 acres of backland/5/ for development of a container facility and by retention and promotion of ship repair and maintenance and general cargo activities.
- Objective 2: Retain and expand industrial uses by encouraging more intensive use of existing industrial land and facilities.
- Objective 3: Improve and expand waterfront recreation.
- Objective 4: Relate the scale of new development to San Francisco's distinctive hill form, to the adjacent waterfront, and to existing development.

Summary objectives for the Lower Potrero subarea (as defined by the *Central Waterfront Plan*), which currently includes the Castle Metals site, are as follows:

- Objective 1: Retain and expand industrial uses in the Lower Potrero area.
- Objective 2: Preserve and improve the existing residential neighborhood.

Mission Bay Plan

The *Mission Bay Plan*, adopted on September 27, 1990, as Part II of the *Central Waterfront Plan* and amended thereafter, is the current policy document guiding land use and development for the Mission Bay Planning Area (as defined by the *Central Waterfront Plan*; see Figure V.A.2). The *Mission Bay Plan* calls for approximately 8,270 new housing units, 4.8 million gross square feet (gross sq. ft.) of office space, up to 900,000 gross sq. ft. of commercial-light industrial space, 750,000 gross sq. ft. of retail, and a 500-room hotel. The plan also designates 68 acres of open space and 25 acres for facilities such as a school, fire station, and other community and cultural facilities. The 68 acres of open space includes about 12 acres of open water comprising China Basin Channel, which is not included in open space calculations for the currently proposed project. Open space and recreation are discussed further in "Recreation and Parks: Setting and Impacts" in Section V.M, Community

Services and Utilities. The 1990 *Mission Bay Plan* contains objectives and policies designed to guide development within the area. They include the following:

- Create a variety of uses in Mission Bay with housing as a priority.
- Emphasize in Mission Bay the characteristic San Francisco development patterns which give its neighborhoods image and means of orientation.
- Preserve continuity with Mission Bay's past and preserve notable landmarks and areas of historic, architectural value.
- Relate the scale of new development to the adjacent waterfront and to existing development.
- Develop new residential neighborhoods with the character and quality of traditional San Francisco neighborhoods.
- Develop a pattern of neighborhood-scaled open space to serve residents.
- Assure that use of Mission Bay land resources respects and preserves the natural values of the land and serves the best interests of the City and the Mission Bay Community.
- Encourage development which is sensitive to the needs for solar access, shelter from wind, and ventilation.

Commerce and Industry Element

The Commerce and Industry Element, adopted in 1978, "sets forth objectives and policies that address the broad range of economic activities, facilities and support systems that constitute San Francisco's employment and service base." /6/ The Element's three primary goals are continued economic vitality, social equity, and environmental quality. Specific objectives concern major economic sectors and include manufacturing and industry, maritime activities, office and administrative services, neighborhood commercial retailing, and visitor trade. The Element sets forth policies to diversify San Francisco's economic base and to retain and enhance industrial maritime activities that the *Central Waterfront Plan* and *Northeastern Waterfront Plan* are intended to implement.

South of Market Plan /7/

The South of Market Area Plan contains goals, objectives, and policies intended to conserve and develop the South of Market (SOM) area of San Francisco. The South of Market Area Plan covers an irregular area from roughly 13th Street on the west, Mission Street and Folsom Street on the

north, Essex Street on the east, and Townsend Street on the south, where it borders the Mission Bay North Redevelopment Area (see Figure V.A.2).

The South of Market Area Plan recognizes SOM as a stable residential and business community and as an area in which a mixture of employment opportunities, especially for San Franciscans, can be balanced with the need to maintain and encourage the light industrial, home, and business service industries which characterize it. The primary goals of the South of Market Plan are as follows:

- Protect and facilitate the expansion of industrial, artisan, home and business service, and neighborhood-serving retail and community service activities.
- Protect existing economic, social and cultural diversity.
- Preserve existing housing and encourage the development of new, affordable housing.
- Preserve existing amenities and improve neighborhood liveability for South of Market residents, workers, and visitors.

Northeastern Waterfront Plan

The *Northeastern Waterfront Plan*, adopted in December 1980 and amended several times thereafter, complements the *Central Waterfront Plan* in that it provides planning objectives and policies for the northern half of San Francisco's waterfront and nearby inland areas.^{8/} The plan generally covers the area from Aquatic Park to China Basin. The southern limits of the plan area, at China Basin, are adjacent to the proposed project (see Figure V.A.2). The policies for the northern waterfront call for retaining and enhancing maritime and industrial uses as long as those uses are practical, and developing uses other than industrial/maritime where appropriate. The North China Basin subarea of the *Northeastern Waterfront Plan* (Piers 26 through 46) is directly north of the Project Area.

The *Northeastern Waterfront Plan's* land use goals include maintaining activities that will contribute significantly to the City's economic vitality. On lands no longer needed for maritime purposes, the predominant uses should be open space and water-oriented public recreation; inland areas could be for residential and office uses. Other objectives include:

- To develop limited additional office and commercial space in order to serve the City's economic needs and to encourage a mixture of land use activities along the northeastern waterfront.

- To develop and maintain residential uses along the northeastern waterfront in order to assist in satisfying the City's housing needs and capitalize on the area's potential as a desirable living environment.

The *Northeastern Waterfront Plan* was amended on June 27, 1997, with Board of Supervisors approval on July 7, 1997, to allow for the construction of a 45,000-seat ballpark, and was amended by the City Planning Commission on October 29, 1997 and by the Board of Supervisors on January 5, 1998, for consistency with the *Waterfront Land Use Plan*.

Urban Design Element

The Urban Design Element provides a set of policies pertaining to city pattern, conservation, major new development, and neighborhood environment.^{/9/} The objectives of the Urban Design Element are:

- Objective 1 (City Pattern): Emphasis of the characteristic pattern that gives to the City and its neighborhoods an image, a sense of purpose, and a means of orientation.
- Objective 2 (Conservation): Conservation of resources that provide a sense of nature, continuity with the past, and freedom from overcrowding.
- Objective 3 (Major New Development): Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.
- Objective 4 (Neighborhood Environment): Improvement of the neighborhood environment to increase personal safety, comfort, pride, and opportunity.

This Element also contains guidelines for building height and bulk, building form, streetscapes, and view corridors. Objective 1, Policy 1 states that new development should "recognize and protect major views in the city, with particular attention to those of open space and water."^{/10/} Also, three conservation policies stress the need to be cautious in giving up street areas for private use.^{/11/}

Recreation and Open Space Element

The Recreation and Open Space Element, adopted in 1973, identifies "objectives and policies to meet San Francisco's needs for recreation and open space at regional, city-wide, and neighborhood levels."^{/12/} The Element includes land use policies, open space requirements, public access, and urban design measures for new development in the San Francisco shoreline zone. The shoreline zone covers the City's entire shoreline but varies in the degree to which it extends inland, depending on the quality of the existing open space and public recreation facilities in the area and on the amount of new

development anticipated. The Eastern Shoreline Plan map identifies the eastern edge of Mission Bay and the shoreline of China Basin Channel as areas in this zone. Open space and recreation and proposed plans in Mission Bay are discussed under “Recreation and Parks: Impacts” in Section V.M, Community Services and Utilities.

Residence Element

The Residence Element, adopted in 1984, provides data and information to assess housing conditions and needs in San Francisco./13/ It contains objectives and policies to deal with the identified needs and constraints, and proposes implementation programs to carry out these housing objectives and policies. Objectives of the Residence Element are:

- Objective 1: To provide new housing for all income groups in appropriate locations.
- Objective 2: To increase substantially the supply of housing without overcrowding or adversely affecting the prevailing character of existing neighborhoods.
- Objective 3: To retain the existing supply of housing.
- Objective 4: To maintain and improve the physical condition of housing.
- Objective 5: To provide housing affordable by all income groups, particularly low and moderate income households.
- Objective 6: To provide a quality living environment.
- Objective 7: To provide maximum housing choice.
- Objective 8: To avoid or mitigate hardships imposed by displacement.
- Objective 9: To address housing needs through a coordinated regional approach.

Housing Supply Policy 2 states: “Facilitate the conversion of underused industrial and commercial areas to residential use.” The Element’s inventory of land suitable for residential development includes the Project Area as a housing opportunity site.

Sustainability Plan

The Sustainability Plan for the City of San Francisco was endorsed by the Board of Supervisors on July 21, 1997 (Resolution No. 692-97), as a non-binding guideline for policy and practice in the City and County. The City’s Department of the Environment was formed to address sustainability issues, including implementing the Sustainability Plan.

The basic goal of the Sustainability Plan is to enable the City and its people to meet its present needs without sacrificing the ability of future generations to meet their own needs. The Plan contains short-term (five-year) and long-term objectives and specific actions related to various topics (air quality, energy, hazardous materials, parks, solid waste, transportation, water, wastewater, economic development, environmental justice, risk management, etc.). Although there is no specific “land use” topic, a number of Sustainability Plan objectives have land use implications, particularly those related to building design, landscaping, transportation, and neighborhood design.

San Francisco City Planning Code

The City Planning Code, Chapter 11 of the Municipal Code, is the primary legal mechanism for guiding growth and development in accordance with the General Plan. The City Planning Code establishes land use districts and regulates land uses and location, building size, bulk, dimensions, siting, access, and parking. The code includes maps of Use Districts and Height and Bulk Districts.

Along with the adoption of the *Mission Bay Plan*, the Board of Supervisors adopted Article 9, Mission Bay Districts, of the City Planning Code. The intent of Article 9 is “to provide a comprehensive and flexible zoning system for Mission Bay use districts consistent with the objectives and policies set forth in the Mission Bay Plan.”/14/

Zoning controls vary according to Mission Bay land use districts and include density (with floor area ratios ranging from 2.5 to 1 to a maximum of 4.5 to 1), open space, and parking requirements. The area of Mission Bay north of the Channel currently has land use districts that include Mission Bay Office, Mission Bay Community Facility, Mission Bay Open Space, and some high-density Mission Bay Residential. In Mission Bay south of the Channel, Mission Bay Open Space districts are located primarily in areas along the Channel and along Terry A. François Boulevard, with smaller areas demarcated in the central part of Mission Bay. Generally, Mission Bay Residential land use districts are located in the interior of the area south of the Channel, surrounded by Mission Bay Open Space districts. Mission Bay Neighborhood Commercial districts are concentrated along Third Street, and Mission Bay Commercial-Industrial and M-1 industrial districts follow the freeway in the western part of Mission Bay. The Castle Metals and Esprit sites, not part of the 1990 *Mission Bay Plan*, are in M-2 industrial districts. Current land use districts are depicted in Figure V.A.3.

Height and bulk districts in Article 9 consistent with the 1990 *Mission Bay Plan* regulate building height, bulk, and form (lot coverage and building articulation) (see Figure V.A.4). Height and bulk districts for the area north of the Channel allow structures of up to 110 feet, the tallest possible in Mission Bay under the current controls. The area of Mission Bay south of the Channel has a variety

of allowable height limits, ranging from 45 feet in the lower-density Mission Bay Residential districts and the Mission Bay Hotel district, to 85 feet in the Mission Bay Commercial-Industrial district along the freeway, and to 95 feet in high-density Mission Bay Residential areas in the western section of Mission Bay South along Owens Street. Allowable heights for the Castle Metals and Esprit sites are 80 feet and 40 feet, respectively.

In March 1996, the Northeast China Basin Special Use District was designated by adding Section 249.18 to the City Planning Code pursuant to voter passage of Proposition B. The purpose of this Special Use District, which is adjacent to the Project Area, is to accommodate the development of a ballpark and related commercial uses.

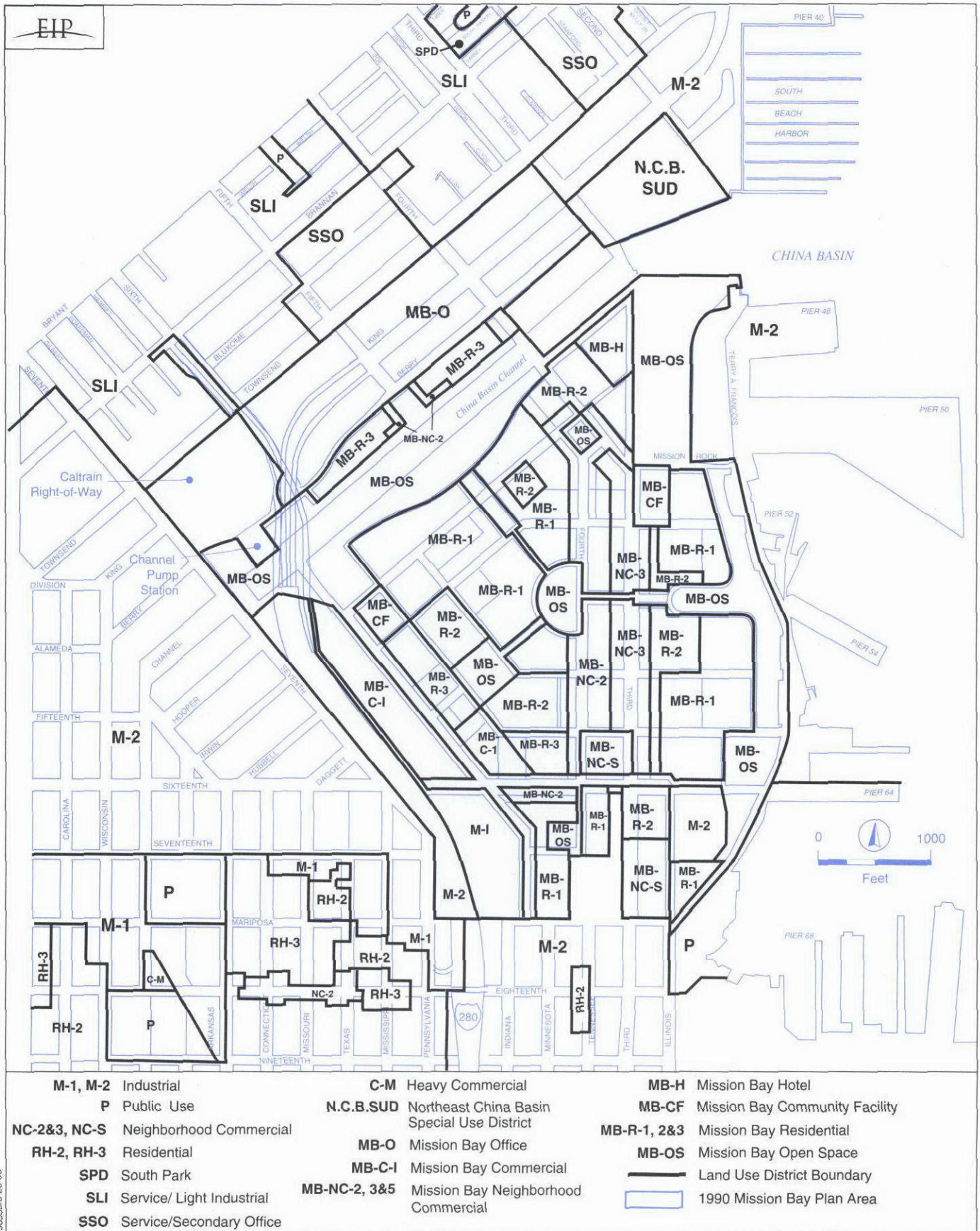
Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which established eight Priority Planning Policies. The policies, contained in Section 101.1 of the City Planning Code, are: 1) preservation and enhancement of neighborhood-serving retail uses; 2) protection of neighborhood character; 3) preservation and enhancement of affordable housing; 4) discouragement of commuter automobiles; 5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; 6) earthquake preparedness; 7) landmark and historic building preservation; and 8) protection of open space. Before issuing a permit for any project or adopting any legislation that requires an Initial Study under the California Environmental Quality Act, or adopting any zoning ordinance or development agreement, and before taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

Proposition M also placed yearly limits on the amount of office space that can be developed in the City. Section 981 of the City Planning Code states that Mission Bay Use Districts, which are the current land use districts in the Project Area (with the exceptions of the Castle Metals and Esprit sites), are subject to Proposition M limitations unless any development is exempted by an adopted ballot measure. Proposition M also applies to the Castle Metals and Esprit sites under City Planning Code Sections 320 and subsequent sections.

Subdivision Map Act

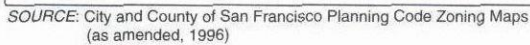
The Subdivision Map Act (California Government Code 66410 *et seq.*) and local subdivision provisions regulate the subdivision process. Subdividing land is the process of splitting a tract of land



965550-26-08

SOURCE: City and County of San Francisco

MISSION BAY SUBSEQUENT EIR
FIGURE V.A.3 EXISTING LAND USE DISTRICTS
IN MISSION BAY AND THE VICINITY



**FIGURE V.A.4 EXISTING PLAN HEIGHT AND BULK DISTRICTS
IN MISSION BAY AND THE VICINITY**

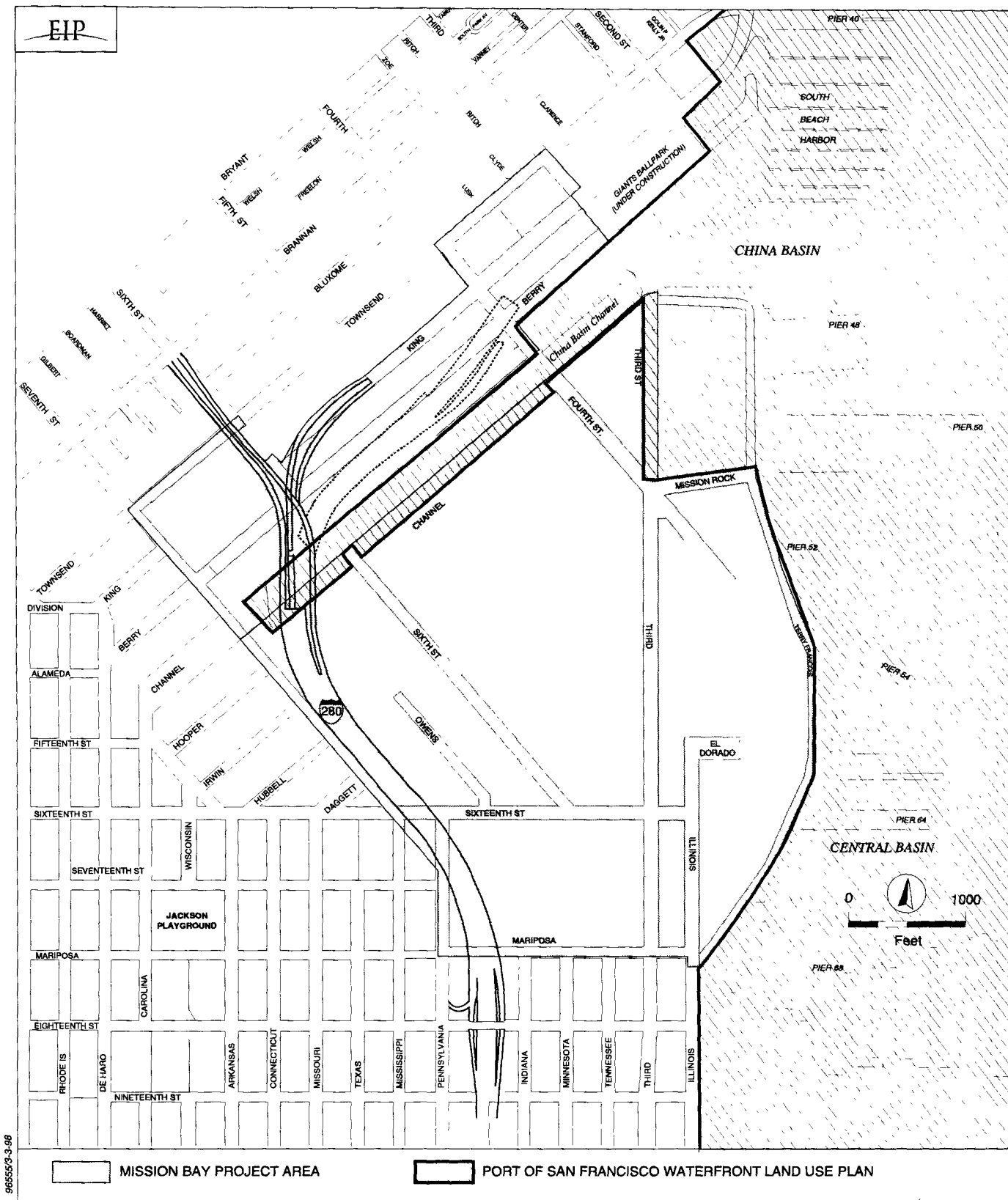
into separate parcels for the purpose of sale, lease, or financing the development of those parcels./15/ This process has been delegated in large part to local agencies. For the City and County of San Francisco, regulations pertaining to land subdivision are found in the San Francisco Subdivision Code and the San Francisco Subdivision Regulations. Generally, the purpose of the subdivision laws or ordinances is to ensure that proper infrastructure is present or provided for in any development that would occur as a result of land subdivision. For subdivisions involving five or more parcels, tentative and final subdivision maps are required.

Port of San Francisco

In 1968, the Burton Act and accompanying Transfer Agreement, transferred the administration and control of all port property from the San Francisco Port Authority, a state agency, to the City and County of San Francisco, to be held in trust by the Port Commission as trustee for the people of California and administered separately from other city property. Under the Burton Act, the Port of San Francisco has power to manage, operate, and administer port lands, consistent with the public trust and Burton Act trust. Approval of the Port is required for any uses on, or transfer of, land under its jurisdiction. Port-owned land within Mission Bay extends roughly from the waterfront (including the piers) to Illinois Street and includes an area along the southern bank of the Channel.

The Port, the Redevelopment Agency, and Catellus propose to amend the Port Land Transfer Agreement to provide for the transfer of property in order to accommodate development by both the Port and Catellus and provision of open space by the Redevelopment Agency. The amendments propose to: transfer approximately 18 acres of port property to Catellus; lease about 7 acres of port property to the Redevelopment Agency; and transfer about 29 acres of Catellus property to the Port. These transfers will provide the Port and Catellus with sites that are useful for development purposes and will enable the Redevelopment Agency to provide for open space and community facilities in the Project Area.

In June 1997, by Resolution 97-50, the Port adopted the *Waterfront Land Use Plan*, the comprehensive land use planning document for the agency (see Figure V.A.5 for the boundaries of the *Waterfront Land Use Plan*). This document supersedes the *Conceptual Maritime Master Plan* for the Southern Waterfront./16/ On October 29, 1997, the Planning Commission adopted amendments to General Plan Elements and Area Plans that establish land use policies consistent with the *Waterfront Land Use Plan*; these amendments were adopted by the Board of Supervisors on January 5, 1998. These amendments also address open space, public access and urban design improvements included in the Waterfront Design & Access Element of the *Waterfront Land Use Plan*. As part of the implementation of the *Waterfront Land Use Plan*, amendments will be considered to the



MISSION BAY SUBSEQUENT EIR

FIGURE V.A.5 PORT OF SAN FRANCISCO WATERFRONT LAND USE PLAN BOUNDARY

San Francisco Bay Plan and the *San Francisco Waterfront Special Area Plan* (both are discussed below under “San Francisco Bay Plan”). The Port is working with the Bay Conservation and Development Commission to achieve consistency between the new port plans and regional waterfront policies.

The *Waterfront Land Use Plan* goals “establish a framework for determining acceptable land uses for port property. In general, the goals call for a wide variety of land uses which retain and expand historic maritime activities at the Port, provide revenue to support new maritime and public improvements, and significantly increase public access.”/17/ The *Waterfront Land Use Plan* sets forth policies for a variety of land uses, including maritime, open space and public access, residential, and a variety of interim uses. Subarea plans present more detailed land use policies in relation to geographical areas. A small portion of the Project Area is under port jurisdiction and is located in the South Beach/China Basin Waterfront subarea.

The Port sees the decline in maritime activity in San Francisco as an opportunity both to provide open space along the waterfront and to increase public access to the Bay or generate revenue which can be used to achieve these purposes. For the South Beach/China Basin sub-area, the *Waterfront Land Use Plan* states that “new activities on inland sites should incorporate local-serving businesses or amenities to help provide a transition, where necessary, between larger scale water-side attractions and residential neighborhoods.” For the portion of the Project Area that lies within the South Beach/China Basin subarea of the *Waterfront Land Use Plan* boundaries (see Figure V.A.5), the *Waterfront Land Use Plan* calls for maintaining existing open space and public access and for planning new open space and public access. *Waterfront Land Use Plan* land use policies regarding open space include the following:

- Ensure a diversity of Open Spaces and Public Access, which may be achieved in different ways depending on location.
- Provide public facilities in Open Spaces and Public Access areas wherever desirable and feasible.
- Provide public access around the perimeter of piers, wherever safe and feasible.
- Protect open spaces from shadow and wind impacts from adjacent development according to applicable law.

Specific design and development guidelines in the Development Standards section of the South Beach/China Basin subarea include:

- Provide shoreline improvements, where feasible, to support expanded recreational boating and water activities between Pier 50 and the San Francisco Boatworks near Mariposa Street for a new small boat hoist, temporary storage, or other support services for the recreational boating community.
- Accommodate expanded boat trailer parking areas in the design of Mission Bay waterfront open space on the west side of Terry A. François Boulevard.
- Address the parking needs of recreational boaters in the design of the Mission Bay open space near the Pier 52 public boat launch.
- Permit existing commercial uses and future ancillary services and activities including convenience retail and food services to enhance the use of the area by water recreation enthusiasts and to generate supporting revenue.

Areas covered by the *Waterfront Land Use Plan* that are adjacent to the Project Area are comprised mainly of piers. Policies guiding the use of piers call for consolidation of maritime support services (Pier 38); development of revenue-generating uses consistent with the public trust (Pier 40); and maintenance of cargo-related uses and maritime support services (Piers 48, 50, and 54). At Piers 48, 50, and 54, a cafe or restaurant would be an allowable interim use for portions of the bulkhead building closest to the new ballpark (currently under construction). The *Waterfront Land Use Plan* also calls for the repair and enhancement of the public boat launch at Pier 52, and that the design of open space in Mission Bay address the parking needs of recreational boaters near the boat launch. Interim use of port property east of Third Street includes surface parking for the Giants Ballpark, as discussed in “Interim Uses” under “Summary of Project Area Impacts” in Section V.B, Land Use: Impacts.

Development policy for approximately 10.8 acres of Seawall Lot 337, referred to as Parcel PP, which under the 1990 *Mission Bay Plan* had been reserved for wetlands use but is not now a part of the Project Area, is under review by the Port. The portions of Seawall Lots 338 and 339 that had been a part of the 1990 *Mission Bay Plan* (as open space) that are not part of the proposed project are under similar review; the Port and Catellus are no longer including these properties in a land exchange, which previously had been part of the 1990 Mission Bay development program covered in the 1990 FEIR. Seawall Lot 345 contains a variety of uses that may be expanded in the future, including fishing industry activities, retail, and public access. Seawall Lots 340, 343, and remaining portions of 338 and 339, are within the Project Area, but not within the boundary of the *Waterfront Land Use Plan*. There are no port development policies that pertain explicitly to them. These lots are in the process of being transferred to Catellus.

REGIONAL AGENCIES

Bay Conservation and Development Commission

McAteer-Petris Act

The McAteer-Petris Act, which preceded most of the major federal and state environmental statutes of the early 1970's, created the Bay Conservation and Development Commission (BCDC) in 1965 and authorized preparation of the *San Francisco Bay Plan* to respond to piecemeal filling of the Bay that had reduced the size of the open Bay by about one-third and the Bay's wetlands by more than 75%.^{18/} The act covers permit authority for fill or other development activities in four geographic areas: 1) all Bay water areas and some tributaries up to the line of highest tidal action ("Bay" jurisdiction); 2) all shoreline located within 100 feet of the Bay ("shoreline band" jurisdiction); 3) salt ponds and managed wetlands; and 4) Suisun Marsh. BCDC's "Bay" jurisdiction also extends into areas that may be opened to tidal action, e.g., new waterways, canals, or channels.

Under the provisions of the McAteer-Petris Act, BCDC may approve Bay fill^{19/} in areas under its jurisdiction only for certain "water-oriented" uses specified in the law or "minor fill for improving shoreline appearance or public access to the Bay."^{20/} Water-oriented uses include port facilities, water-related industry, bridges, wildlife refuges, and water-oriented recreation and public assembly. Furthermore, placement of fill is limited to: 1) fill necessary for public health, safety, or welfare; 2) fill for water-oriented uses; or 3) minor fill to improve shoreline appearance and public access.^{21/} Fill must be the minimum necessary for these purposes and can be permitted only when no alternative upland location exists.

BCDC also regulates dredging^{22/} in its jurisdiction, on the basis of two main policies: 1) dredge spoils must be disposed of by placement on dry land for approved fill projects, or at locations in the Bay approved by the U.S. Army Corps of Engineers; and 2) all proposed waterways and canals should be designed to maintain the stability of any adjacent dikes or fill.

BCDC can require, as conditions of permits, shoreline public access improvements consistent with the project, as required to establish maximum feasible public access, such as, but not limited to, pathways, bicycle racks, parking, benches, or signs. Applications for permits for activities within the 100-foot "shoreline band" (outside of the boundaries of certain designated water-oriented priority land uses) may be denied only if the proposed activity or use fails to provide the maximum feasible public access, consistent with the proposed use, to the Bay and its shoreline. Some guidance regarding the suggested type of access and level of improvements is provided in a 1985 BCDC document, Public

Access Design Guidelines. The amount and design of public access areas are determined on a case-by-case basis consistent with the requirements of Section 66632.4 of the McAteer-Petris Act.

San Francisco Bay Plan

The *San Francisco Bay Plan*, adopted in 1969, as amended, is the BCDC policy document that specifies goals, objectives, and policies for waterfront land use and other BCDC jurisdictional areas defined in the McAteer-Petris Act./23/ The plan addresses public access to the Bay and the effects of filling and development on the Bay. The plan concludes that the remaining water volume and surface area of the Bay should be maintained to the greatest extent feasible for the benefit and protection of Bay fish and wildlife; filling and diking should be permitted only for purposes providing substantial public benefits, and only if there is no alternative upland location.

The *San Francisco Waterfront Special Area Plan*, an amendment of the Bay Plan, established “Port-priority” areas for San Francisco. “Port-priority” areas identify land most suitable for water-related uses, thus encouraging such activities on these designated areas instead of creating new Bay fill. Until amendments associated with the adoption of the *Waterfront Land Use Plan* are completed, the *San Francisco Waterfront Special Area Plan* will remain in place. However, the San Francisco Waterfront Special Area Plan essentially defers to the more up-to-date *San Francisco Bay Area Seaport Plan* (Seaport Plan) for areas south of China Basin./24/ Provisions for uses on waterfront property consistent with the McAteer-Petris Act for areas south of China Basin have thus been more recently addressed in the Seaport Plan.

At the time of the 1990 FEIR, the area of the Mission Bay east of Third Street was included in BCDC’s “Port-priority” areas. “Port-priority” use areas are areas deemed to be essential to future port development and are thus reserved for port-related activities and other uses that would not interfere with port development. The “Port-priority” designation was deleted from most of the area east of Third Street and south of China Basin Channel pursuant to Seaport Plan amendments adopted in April 1996./25/ As a result, no part of the Project Area is within a “Port-priority” use area. BCDC’s 100-foot shoreline band jurisdiction is unaffected by changes in “Port-priority” designations./26/ The portions of the Project Area within the 100-foot shoreline band, located along the Channel, are discussed below, under “Comparison with Existing Plans and Policies.”

San Francisco Bay Regional Water Quality Control Board

The San Francisco Bay Regional Water Quality Control Board (RWQCB) regulates discharges into the Bay, including discharge from the City’s wastewater treatment facilities and storm water discharges. See “Regulatory Framework” in Section V.K, Hydrology and Water Quality: Setting.

The RWQCB is required to ensure adequate protection of water quality and statewide uniformity in siting, operation, and closure of waste disposal sites. In addition, the State Water Resources Control Board (SWRCB) delegates authority to the RWQCB for maintaining an inventory of underground storage tanks and for overseeing any clean-up associated with leaking tanks. More information on the RWQCB is presented in "Scope of 1997 Soil and Groundwater Investigations," and in "Regulatory Framework" in Section V.J, Contaminated Soils and Groundwater: Setting.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) has primary responsibility for the attainment and maintenance of air quality standards in the San Francisco Bay Area. The BAAQMD regulates stationary pollution sources, such as industrial plants. In conjunction with the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission, BAAQMD developed a *Bay Area Air Quality Plan*, adopted in 1979. The plan was revised in 1982 to include part of the State Implementation Program (SIP) for meeting ambient air quality standards and the ABAG *San Francisco Bay Area Environmental Management Plan*.

The Air Quality Plan describes air quality problems, federal air quality standards, and control programs to attain ozone and carbon monoxide standards. Currently, carbon monoxide levels exceed federal standards in the Bay Area. BAAQMD measures, monitors, and regulates organic and inorganic pollutant emissions and the criteria pollutants, which are lead, oxides of sulfur, oxides of nitrogen, carbon monoxide, particulate matter, and reactive organic gases. BAAQMD also establishes emission and performance standards or criteria for new stationary sources and hazardous air pollutants, issues permits for certain stationary source emission generators, and reviews and comments on environmental documents regarding air quality matters. The asbestos rule (Rule 2) contains requirements for building demolition and asbestos disposal which minimize the airborne release of asbestos.

STATE AGENCIES

University of California San Francisco

In January 1997, The Regents adopted the University of California San Francisco's (UCSF) 1996 *Long Range Development Plan* (LRDP). The LRDP serves as a report to The Regents that describes UCSF's long-range physical plans for its maintenance and growth. In response to the needs identified in the LRDP, the plan presents UCSF's decision to pursue development of a 2.65-million-square-foot

(excluding parking) major new site, which would include instruction, research, and support uses. The LRDP presented a set of goals and objectives for the major new site. The LRDP considered three potential locations in the San Francisco Bay Area for their potential to satisfy the goals for a major new site. On May 16, 1997, The Regents approved the selection of Mission Bay as the major new site.

California State Lands Commission

When California became a state in 1850, it became the owner of all lands underlying navigable waterways, including tidelands.^{/27/} Most of those lands are still owned by the state or the legislature's public grantees under jurisdiction of the State Lands Commission (SLC). Port lands are state sovereign lands held in trust by the Port for the people of the State of California pursuant to the Burton Act and the related 1968 Transfer Agreement. The public trust doctrine of the California Constitution defines allowable uses of submerged lands and tidelands as commerce, navigation and fisheries, water-oriented recreation and preservation of those lands as ecological units. Tidelands that are filled remain subject to the public trust and the jurisdiction of the SLC.

The State, City, and Catellus, under the Agreement concerning the Public Trust, have entered into agreements regarding portions of the land within the Project Area that are subject to the common law public trust and Burton Act. In 1991, the Legislature enacted Chapter 1143 of the Statutes of 1991, as amended in 1992 by Chapter 86 and in 1997 by Chapter 203 (the "Act") which determined that certain parcels within the Project Area which were otherwise subject to the Public Trust or Burton Act could be sold, transferred or exchanged, provided certain findings were made. The proposed amendments to the land transfer agreements include a proposed amendment to the Agreement concerning the Public Trust, which will implement those sales and exchanges authorized by the Act and described in Section III.B, Project Description. In order to implement the amendments, the findings required by the Act would need to be made.

California Public Utilities Commission

The California Public Utilities Commission (CPUC) sets the rates and regulates the service of transportation and utility companies in California.^{/28/} In the Project Area, the CPUC regulates Caltrain passenger service. Any changes in the service would require CPUC approval. Reduction in freight train service in the area or removal or relocation of freight rail trackage at the Project Area also would require CPUC approval.^{/29/} Relocation or construction of new rail-crossings would require CPUC review.

California Department of Fish and Game

The California Department of Fish and Game's (CDFG) overall objective is "to maintain all species of fish and wildlife for their intrinsic and ecological values, as well as for their direct benefits to man" (including commercial fisheries such as the Pacific herring).³⁰ CDFG does not directly regulate development, but under the National Environmental Policy Act and California Environmental Quality Act, and the Fish and Wildlife Coordination Act, CDFG reviews projects that may affect fish and wildlife resources. CDFG must determine whether projects are "likely to jeopardize the continued existence of any state-listed endangered or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of the species."³¹ CDFG also administers the provisions of the state Endangered Species Act. CDFG would review this SEIR with concern for protection and enhancement of the quality of the fish and wildlife habitat provided in China Basin Channel, the China Basin area, and the Bay, particularly as may be affected by project-related changes in China Basin Channel water quality.

Department of Health Services

The Department of Health Services (DHS) is the primary state agency regulating public health, including the use and disposal of radioactive materials and the disposal of medical waste. Any uses that would involve radioactive materials or that would produce medical waste, such as medical or biotechnical research, would require permits from the DHS. Permitting for disposal of medical waste has been delegated by the DHS to the San Francisco Department of Public Health. The responsibilities of DHS and the San Francisco Department of Public Health are described in Table V.I.2 in Section V.I, Health and Safety, and in Appendix H, Health and Safety.

California Department of Toxic Substances Control

The California Department of Toxic Substances Control (DTSC) is the state agency responsible for the monitoring and control of hazardous wastes, other than those under the purview of the DHS. Permitting for activities that produce hazardous waste has been delegated by the Department to the San Francisco Department of Public Health. Hazardous waste materials and the responsibilities of DTSC are discussed in Table V.I.2 in Section V.I, Health and Safety, and in Appendix H, Health and Safety.

FEDERAL AGENCIES

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (Corps) is the primary federal permit authority for projects in or affecting navigable waterways of the United States. The Federal Rivers and Harbors Act of 1899 defined navigable waterways as those suitable for commercial transport. Section 404 of the Federal Clean Water Act of 1972 and other legislation widened the definition of navigable waterways to include rivers, coastal waters, adjacent wetlands, lakes, intermittent streams, and low-lying areas behind dikes along the coast. The regulatory authorities and responsibilities of the Corps are based on the following laws: Sections 9 and 10 of the Rivers and Harbors Act of 1899, which regulate diking, filling or placement of structures or work in or affecting navigable waters of the U.S.; Section 404 of the Clean Water Act of 1972, which regulates disposal of dredged or fill material into waters of the U.S.; and Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972, which regulates the transportation of dredged material for the purposes of disposing it in ocean waters. Primary objectives of these regulatory activities are to maintain navigability of waters, to protect and enhance water quality and biological resources, and to limit filling of wetlands. Project construction that would alter a streambed or banks of China Basin Channel, or include structures such as pedestrian bridges or utilities in or affecting China Basin Channel would require Corps review.

For a proposed project within its jurisdiction, the Corps conducts a "public interest review" by soliciting comments on permit applications through a public notice process. Several agencies have specific review and comment responsibility for Corps-permitted projects. Among them are BCDC, RWQCB, California Department of Fish and Game, SLC, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Coast Guard, and National Maritime Fisheries Service.

U.S. Coast Guard

- The Coast Guard's primary responsibility is to serve and enhance the navigability and safety of navigable waters of the United States./32/,/33/ Under Section 9 of the Rivers and Harbor Act of 1899, the Coast Guard has permitting jurisdiction for bridges over navigable waters, and regulates the operation of drawbridges. U.S. Coast Guard bridge permits also require the prior approval of BCDC and RWQCB.

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (FWS) does not have direct permit authority, but influences decisions on fish and wildlife habitat through its role as a commenting agency to the U.S. Army Corps of Engineers permit applications. Under the Fish and Wildlife Coordination Act of 1958, FWS must be consulted on federally funded, licensed, or permitted projects. The Federal Endangered Species Act of 1973 requires federal and state agencies and private applicants to consult with FWS when a project might jeopardize the habitat of listed endangered or threatened species./34/ The FWS will comment on applications made to the RWQCB, the Corps, and, where applicable, BCDC.

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) is the primary federal agency involved in regulating hazardous materials and hazardous wastes. The responsibilities of EPA with regard to hazardous wastes are described in Table V.I.2 in Section V.I, Health and Safety, and in Appendix H, Health and Safety.

COMPARISON WITH EXISTING PLANS AND POLICIES

This section discusses the effects that the proposed project would have on existing plans and policies. It also indicates the major permits that would be required for activities that could occur as a result of development within the Project Area, and the processes of the various permitting agencies for acting on those permits. The project consists of adoption and implementation of the proposed Redevelopment Plans and the Design for Development documents pursuant to their plans for the proposed Mission Bay North and Mission Bay South Redevelopment Areas. This includes a development program proposed by Catellus and the Redevelopment Agency to implement the Redevelopment Plans. The SEIR evaluates the physical effects that could result from the Redevelopment Plans, the Catellus and the Redevelopment Agency development program, and conforming amendments to land use and other plans.

Not all agencies addressed in the Setting section appear in the comparisons section because no permits would be required by certain agencies, the requirements of these agencies are discussed elsewhere in the SEIR, or the approval action has no substantive physical environmental or planning policy consequences. Policies and permits of the Department of Health Services, the California Department of Toxic Substance Control, and the U.S. Environmental Protection Agency are discussed in “Health and Safety Laws and Regulations,” and “Applicable Plans and Policies” in Section V.I, Health and Safety: Setting; “Regulatory Framework” in Section V.F, Air Quality: Setting; and “Regulatory

Framework” in Section V.J, Contaminated Soils and Groundwater: Setting. A comprehensive summary of required permits and approvals is found in Section III.C, Approvals Required.

LOCAL AGENCIES

San Francisco Redevelopment Agency

Redevelopment Plans for Mission Bay North and Mission Bay South

Development in the Project Area, except for the UCSF land use designation, would be governed by the proposed Redevelopment Plans for Mission Bay North and Mission Bay South. The Redevelopment Plans set forth the general policy objectives for development, and call for separate, associated Design for Development documents which contain more- specific design standards. The proposed Redevelopment Plans and Design for Development documents are described in “Redevelopment Plans for Mission Bay North and South” and “Design for Development Documents” under “Implementation” in Section III.B, Project Description.) The Redevelopment Plans and Design for Development documents contain a regulatory scheme governing land uses and development standards for the Mission Bay Project Area which, upon adoption would supersede the City Planning Code. Prior to adoption, the Redevelopment Plans must be found to be consistent with the General Plan by the Planning Commission and the Board of Supervisors. The General Plan would be amended as necessary to bring the two documents into agreement. Under California Redevelopment Law, the Redevelopment Plan “provides the Agency with the powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the Project Area.”/35/ The Redevelopment Plans would require adoption by the Redevelopment Agency Commission and the Board of Supervisors. After adoption of the Redevelopment Plan, any subsequent changes to the General Plan or other local land use policy would not apply to the Redevelopment Area unless so provided in the Redevelopment Plan. All city agencies, including the Port, would be required by the Redevelopment Plans to cooperate in implementing the Redevelopment Plans and to exercise their jurisdiction in a manner consistent with the Redevelopment Plans, and related implementing documents, such as the Design for Development documents and Owner Participation Agreements (OPA).

The proposed Redevelopment Plans for Mission Bay North and South and their Design for Development documents would establish new land use development guidelines for the Project Area. Currently, land use policies and development guidelines are contained in the 1990 *Mission Bay Plan* for most of the Project Area, with the exception of the Castle Metals and Esprit sites, which are currently governed by the *Central Waterfront Plan* and are proposed to be governed by the

- *Redevelopment Plan for the Mission Bay South Redevelopment Project* as part of the project. For the Project Area, the *Mission Bay Plan* is proposed to be rescinded and replaced in the General Plan by reference to the Redevelopment Plans for Mission Bay North and Mission Bay South, to establish conformity between the General Plan and the Redevelopment Plans. Article 9 of the City Planning Code would also be amended to apply only to areas in the *Mission Bay Plan* that are not included in the Project Area. These include parcels occupied by Caltrain, the former wetlands site on Seawall Lot 337, and portions of Seawall Lots 338 and 339, which are owned by the Port. All other areas previously governed by the *Mission Bay Plan* and Article 9 are within the Mission Bay Project Area and would be subject to the Redevelopment Plans.
- Rescission of the 1990 *Mission Bay Plan* and amendment of Article 9 would need to be approved by the Planning Commission and adopted by the Board of Supervisors. The Mission Bay Plan would be re-adopted by the Planning Commission as Mission Bay Guidelines which would pertain to the parcels not covered by the Redevelopment Plans. The project also includes proposed amendments to the General Plan to reflect the project. The proposed amendments are presented in Appendix B, Plans, Policies, and Permits.

In addition to the Redevelopment Plans and Design for Development documents, the project would involve OPAs to be entered into between Catellus and the Redevelopment Agency for Mission Bay North and those areas of Mission Bay South that Catellus controls. The Redevelopment Agency could also enter into OPAs with other property owners in the Project Area for development of their properties, except for UCSF. The Catellus OPAs will each include a Scope of Development which includes more specific design guidelines that augment the Design for Development and Redevelopment Plan.

As part of the project approval process, the Planning Commission would determine whether the project, including the Redevelopment Plans, is consistent with the General Plan. The Board would then consider the Planning Commission's decision before making its final determination. Refer to "Implementation" in Section III.B, Project Description, for further discussion of the Redevelopment Plans and the process of adoption.

Land Use Designations

The proposed Redevelopment Plans for Mission Bay North and Mission Bay South would replace the mix of residential, office, commercial, and open space land use districts in the Project Area that are currently found in the 1990 *Mission Bay Plan* and Article 9 of the City Planning Code with new land use designations (see Figure V.A.6). In the proposed Mission Bay North Redevelopment Area,

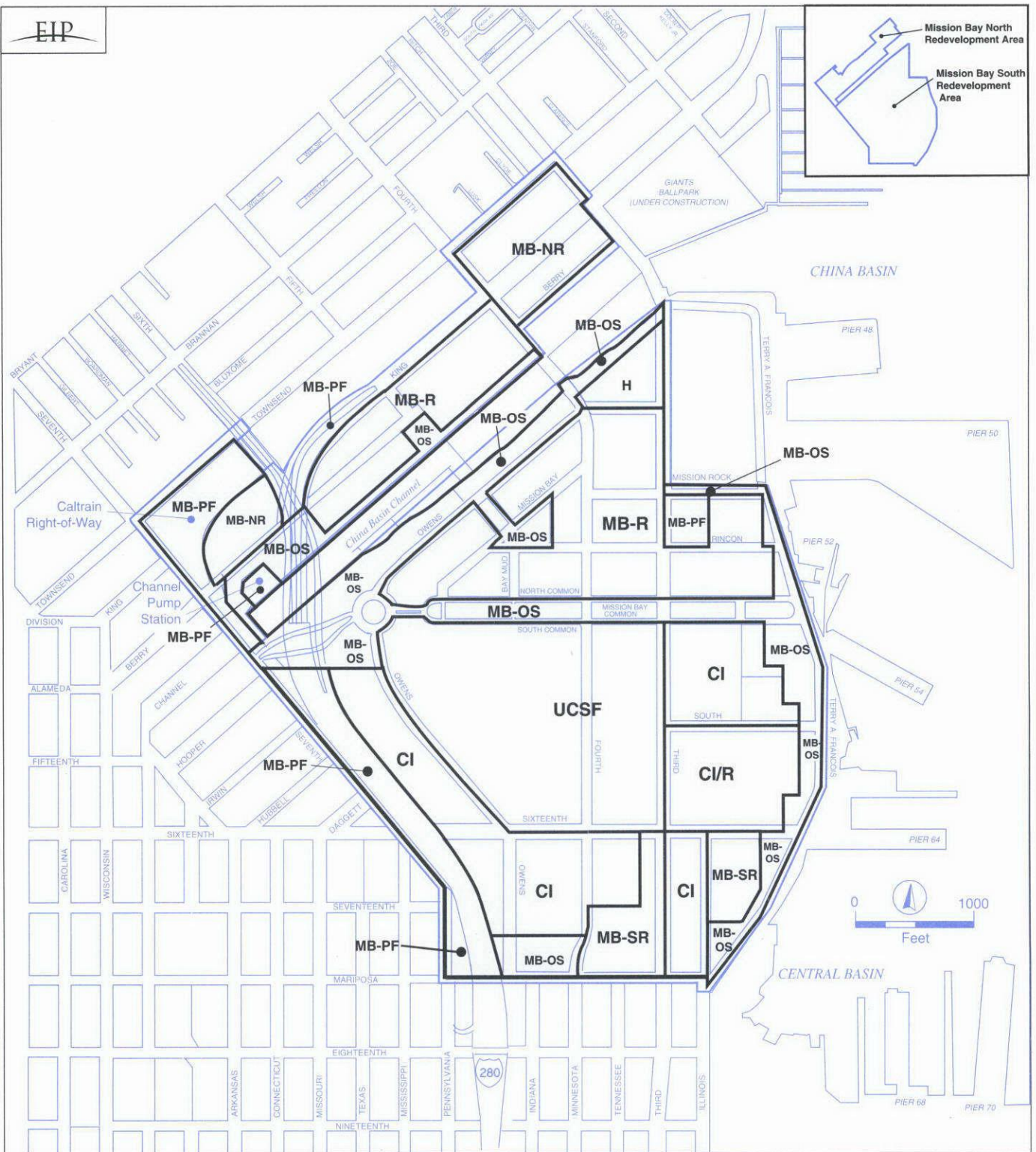
blocks designated Mission Bay North Retail (which includes housing) flank areas designated as Mission Bay Residential (which include neighborhood-serving retail). The existing pump station would be designated as Mission Bay Public Facility. Mission Bay Open Space would front both sides of the Channel.

A wider variety of land use designations are planned for the Mission Bay South Redevelopment Area. Mission Bay Hotel would be located in about the same area as in the 1990 *Mission Bay Plan*, just south of the Channel between Third and Fourth Streets. Mission Bay Residential designations would be located between the Hotel designation, the proposed Mission Bay Open Space designation on the south side of the Channel, and The Common. Mission Bay Open Space would be west of Terry A. François Boulevard, near the Bayfront. The area south of The Common and bounded by Third, 16th, and Owens Streets would be designated UCSF. Areas designated primarily as Commercial Industrial and Commercial Industrial/Retail would border the UCSF designation on the west along the freeway, on the south below 16th Street, and east of Third Street. Mission Bay South Retail would be located in areas south of 16th Street.

Permitted land uses within these designations are described in "Proposed Land Uses" under "Redevelopment Plans and Proposed Land Uses" in Section III.B, Project Description. Land uses are discussed in detail in "Land Use Changes by Subarea," under "Summary of Project Area Impacts" in Section V.B, Land Use: Impacts.

Interim Uses

The Redevelopment Plans contain provisions for interim uses. Interim uses are land uses that might not otherwise be permitted as part of the development which would result from implementation of the Redevelopment Plans, but which could be permitted for a limited period pending development under the Plans. Currently, Article 9 of the City Planning Code, Mission Bay Districts, allows uses permitted in M-1 districts as interim uses of either five or ten years, plus possible extensions. The proposed Redevelopment Plans would allow interim uses for up to 15 years, with extensions in five-year increments at the discretion of the Redevelopment Agency. Interim uses may be authorized by the Executive Director of the Redevelopment Agency upon a determination that such uses would not impede the orderly development of the Project Area. Interim uses would include temporary structures and uses incidental to the construction of a building, rental or sales offices incidental to new development, open recreation uses, truck parking, storage, and parking.



REDEVELOPMENT PLAN LAND USE DESIGNATIONS

CI COMMERCIAL INDUSTRIAL
CI/R COMMERCIAL INDUSTRIAL / RETAIL
MB-NR MISSION BAY NORTH RETAIL
MB-SR MISSION BAY SOUTH RETAIL

MR-R MISSION BAY RESIDENTIAL
H HOTEL
MB-OS MISSION BAY OPEN SPACE
UCSF UCSF (includes City school site)

MB-PF MISSION BAY PUBLIC FACILITIES
 MISSION BAY PROJECT AREA

NOTE: See Table III.A.2 for types and amounts of use.

SOURCE: San Francisco Redevelopment Agency

MISSION BAY SUBSEQUENT EIR
FIGURE V.A.6 LAND USE DESIGNATIONS
IN THE PROPOSED MISSION BAY REDEVELOPMENT PLANS

Temporary Uses

Temporary uses of up to 90 days are also provided for in the Redevelopment Plans. Temporary uses could include exhibitions, festivals, convention staging, and truck parking and loading. Similar temporary uses are currently permitted under Article 9 for up to 60 days.

Height Limits

The proposed Redevelopment Plans for Mission Bay North and Mission Bay South would replace the mix of height and bulk districts set forth in the 1990 *Mission Bay Plan* and Article 9 of the City Planning Code with new designations for properties in the Project Area. The proposed Mission Bay North Redevelopment Plan would allow certain buildings north of the Channel to reach a maximum of 160 feet (Height Zones HZ-1b and HZ-1a; see Figure III.B.5). The proposed Mission Bay South Redevelopment Plan would allow certain buildings south of the Channel to reach a maximum of 160 feet (Height Zones HZ-2, HZ-3, HZ-4, HZ-5, HZ-6, and HZ-7; see Figure III.B.5). As a whole, these proposed height zones represent a substantial increase in potential allowable heights, compared to allowable heights of 45 to 110 feet in the 1990 *Mission Bay Plan* and Article 9 of the City Planning Code. The proposed height and bulk standards would limit the amount of developable area and the number of towers that could attain the maximum height within each zone. These standards would vary according to the different height zones. (See Table III.B.2 for provisions governing height zones in the proposed Redevelopment Areas.) These limits are discussed below in association with the proposed building bulk controls. The Castle Metals and Esprit sites currently have height limits of 80 feet and 40 feet, respectively. Allowable heights on these parcels would be increased to 90 feet under the proposed Mission Bay South Redevelopment Plan. See “Views” in Section V.D, Visual Quality and Urban Design: Impacts, for a discussion of the physical and visual impacts of the proposed height limits.

The proposed Redevelopment Plans would have bulk limits which set forth the maximum dimensions for potential buildings based on length and vertical and diagonal measurements (in feet). Bulk limitations would apply to buildings 90 feet or taller. Refer to Table V.A.1 for maximum building bulk. Allowable density, bulk, and coverage are discussed in detail under “Urban Form and Design,” under “Redevelopment Plans and Proposed Land Uses” in Section III.B, Project Description, and the physical effects are discussed throughout Section V.D, Visual Quality and Urban Design: Impacts.

The area designated as UCSF would be within Height Zone 8 (HZ-8). Height and bulk controls established under the project would not apply to development in this area.

**TABLE V.A.1
PROPOSED MISSION BAY BUILDING BULK STANDARDS**

Mission Bay North	Height Zones	
	HZ-1b	HZ-1a
Bulk (above 90')	Max. residential plan diagonal 190 ft. Max. residential plan length 160 ft. Max. residential floor plate 17,000 sq. ft.	Above 120' Max. residential plan diagonal 190 ft. Max. residential plan length 165 ft. Max. residential floor plate 17,000 sq. ft.

Mission Bay South	Height Zones					
	HZ-2	HZ-3	HZ-4	HZ-5	HZ-6	HZ-7
Bulk (above 90')	Max. residential plan diagonal 190 ft. Max. residential plan length 160 ft. Max. residential floor plate 17,000 sq. ft. Max. hotel plan length 200 ft. Max. hotel floor plate 20,000 sq. ft.			Max. plan length 200 ft. Max. floor plate 20,000 sq. ft.		

Source: San Francisco Redevelopment Agency, *Design Standards and Guidelines, Mission Bay*, Draft C, prepared by Catellus Development Corporation, as adopted by the Mission Bay Advisory Committee on December 11, 1997, revised March 30, 1998, p.28.

Rincon Point - South Beach Redevelopment Plan

The *Rincon Point - South Beach Redevelopment Plan* covers an area adjacent to the Project Area.^{36/} In accordance with that plan, several multi-unit residential buildings have been constructed, providing over 1,500 units of housing and retail space. Other residential projects, including One Embarcadero South and Oriental Warehouse Phase II, have been approved for construction. Conversion of industrial uses to office, retail, and residential activities is occurring in the area. In addition, the *Rincon Point - South Beach Redevelopment Plan* was amended in July 1997 to include the site of the San Francisco Giants Ballpark, which is under construction at King and Third Streets, adjacent to South Beach Park. Land use policies proposed for Mission Bay are intended to be compatible with the *Rincon Point - South Beach Redevelopment Plan*.

City of San Francisco

General Plan

The proposed General Plan text amendments are contained in Appendix B; these are subject to modification as part of the approval process but accurately describe the nature of the amendments necessary to accommodate the project. The majority of the amendments would consist of map changes to reflect the new land use program provided in the Redevelopment Plans. There are also proposed text changes that would generally update information regarding the Project Area or delete references to the 1990 *Mission Bay Plan*. Additional revisions may be necessary to reflect the status of the properties that were part of the 1990 *Mission Bay Plan* which are not included in the Project Area. Any further modifications or amendments beyond those described and analyzed in this SEIR would be assessed to determine whether they could lead to potential significant environmental impacts not identified in this SEIR. If so, further environmental review would be necessary. The discussion that follows addresses the broader policy implications if the Redevelopment Plans were adopted.

Commerce and Industry Element

The Commerce and Industry Element contains designations and maps that relate to *Mission Bay Plan* land use districts, land use, and density designations. Amendments are proposed that would delete existing references to Mission Bay and would cross-reference the proposed Redevelopment Plan designations.

Mission Bay Plan

● The proposed Redevelopment Plans for Mission Bay North and South differ from the 1990 *Mission Bay Plan* in terms of land use, associated activities, and zoning controls. The inclusion of a new site for the University of California San Francisco further differentiates the proposed project from the existing plan (discussed later in "State Agencies"). To make the *San Francisco General Plan* and the Redevelopment Plans consistent, the *Mission Bay Plan*, i.e., Part II of the *Central Waterfront Plan*, would be rescinded and re-adopted by the Planning Commission as Mission Bay Guidelines for those parcels that were part of the 1990 Mission Bay Plan, but which are not included in the Project Area. The remainder of the *Central Waterfront Plan* would be amended (as described below), and would be the part of the General Plan most directly associated with the proposed Project Area. Other Elements of the General Plan would also remain relevant to the Project Area. As discussed below, Article 9 of the City Planning Code, which implements the existing *Mission Bay Plan*, would be amended to excise the Project Area.

Central Waterfront Plan

The *Central Waterfront Plan* would be amended to reflect the new Redevelopment Areas and associated policies. These amendments would reflect the new Project Area, which includes the Castle Metals and Espirit sites, and describe the proposed new land uses for Mission Bay. This change would be in addition to the amendment of Part II of the *Central Waterfront Plan*, the *Mission Bay Plan*.

Northeastern Waterfront Plan

The 1990 FEIR concluded that the then-proposed Mission Bay development would not support the underlying objectives of the *Northeastern Waterfront Plan* to convert waterfront property north of Market Street to non-maritime uses while preserving and expanding maritime uses along the southern waterfront./37/ That project allowed for the potential conversion of port property adjacent to Piers 48 to 64 to non-maritime uses and did not allow for the expansion of maritime uses along the southern waterfront adjacent to the Project Area. However, since the 1990 FEIR was published, the policy framework guiding development near the waterfront has changed: the 1990 *Mission Bay Plan* was adopted, the Port adopted a *Waterfront Land Use Plan*, and the *Northeastern Waterfront Plan* has been amended to achieve consistent policies regarding land use in and around the waterfront.

The Port recognizes that changes in shipping technology, along with geographical disadvantages and limited rail connections to port land, have significantly decreased shipping activities. The Port is striving to encourage the presence of other forms of maritime activities. For many areas of the waterfront, where maritime activities are not feasible, the Port deems public access and open space suitable land uses./38/ This general policy is reflected in the amended *Northeastern Waterfront Plan*. The proposed Redevelopment Plans call for public open space in areas adjacent to the waterfront, a land use consistent with the *Northeastern Waterfront Plan*.

South of Market Plan

The South of Market Area Plan calls for protecting and encouraging the character and scale of activities found in the South of Market area of San Francisco. The plan recognizes the mixed residential, light industrial, business services, and artisan uses in SOM as well as the physical scale and quality of the area. Goals and specific policies set forth in the plan are thus intended to address both land use and activities as well as issues such as in-fill development and building envelopes. For the areas of the South of Market Plan nearest the Mission Bay Project Area, bordering Townsend Street, retail, office, business service, and light industrial, and industrial land uses are encouraged.

High densities of residential uses and moderate to medium densities of industrial activities are delineated for this area. Building heights are limited to 65 and 50 feet along Townsend Street.

In general, development proposed for the Mission Bay North Redevelopment Area would be mixed-use in nature, emphasizing residential and retail/entertainment, and would be compatible with the mix of activities found in nearby South of Market neighborhoods. Development proposed for the Mission Bay North Redevelopment Area, which includes retail intended to attract a population greater than the immediate neighborhood and buildings of up to 120 feet (and towers up to 160 feet), would differ in scale from adjacent SOM neighborhoods. The relationship between existing South of Market land uses and proposed land uses is discussed in "South of Market," under "Summary of Project Area Impacts" in Section V.B, Land Use: Impacts.

Urban Design Element

This Element contains a number of maps and designations regarding urban design issues such as landscaping, light, open spaces, and building height and bulk. Although the Redevelopment Plans are not subject to height and bulk controls defined in the City Planning Code, the Planning Commission would have to determine that the Redevelopment Plans conform to the Urban Design Element, including policies regarding height and bulk of buildings. In order to make the Redevelopment Plans consistent with the Element, the maps and designations would have to be amended to cross-reference the Redevelopment Plans.

Vacation of public streets would occur as part of the project. The City Planning Commission would evaluate the proposed street vacations for consistency with the General Plan, including Urban Design policies that call for maintaining a strong presumption against giving up streets, reviewing proposals for street vacation in light of the public values that streets afford, and releasing streets in the least extensive and least permanent fashion possible. The Commission would consider these policies in assessing the proposed vacations as well as the new streets that would be provided as part of the project.

Recreation and Open Space Element

This Element contains designations and maps related to existing and proposed open space as well as policies related to improving existing open space. The project includes proposed amendments which would delete the existing Mission Bay designations and cross-reference the Redevelopment Plans, and text revisions that reflect the general nature of the open space program proposed in the Redevelopment Plans. The City Planning Commission would determine whether or not the proposed

project satisfies requirements for recreation and open space (see "Recreation and Parks: Impacts" in Section V.M, Community Services and Utilities, for a discussion of proposed open space and recreation facilities). Proposed map amendments and other specific changes to the Recreation and Open Space Element are listed in Appendix B.

Arts Element

The Arts Element contains a variety of policies intended to support and encourage arts and arts-related activities in the City. The Element contains maps indicating the concentration of certain arts-related activities throughout the City. The project includes proposed amendments that would reduce the allowable concentration of these activities in the Project Area.

Residence Element

This Element contains a variety of policies regarding the provision of housing in San Francisco, including the creation of affordable housing. The Element contains maps and designations related to the density and location of residential uses. The project proposes amendments that would delete these designations for the Project Area and replace them with cross-references to the proposed Redevelopment Plans. It would also include text amendments allowing residential densities as set forth in the Redevelopment Plans and associated Design for Development documents.

The 1990 *Mission Bay Plan* included development of about 8,270 housing units. The current project would include approximately 3,000 units in Mission Bay North and 3,090 units in Mission Bay South. This would be a reduction of allowable housing in the area by approximately 2,180 units.

The Project Area is currently designated as medium density in the *Residential Density Plan*. Land use designations for housing, including density, would be established in the Redevelopment Plans. The Redevelopment Plans for Mission Bay North and South state that the number of housing units allowed would be no more than allowed for by the City's General Plan. The Residence Element would be amended to remove any designations relating to Mission Bay residential districts, and densities for the Project Area would be provided in the Redevelopment Plans.

The Redevelopment Agency must follow guidelines established by the Community Redevelopment Law with regard to amount of housing, housing mix, and income classification. In accordance with subdivision (b) of section 33413 of the Community Redevelopment Law, at least 30% of the housing developed by the Agency must be affordable to people and families with low or medium incomes; for housing developed by sponsors other than the Redevelopment Agency, the requirement is 15%. This

responds to Housing Affordability Policy 3, which states: “seek inclusion of low and moderate income units in new housing developments.”

The project would also include conforming amendments to the Land Use Index to reflect certain of the amendments described above.

San Francisco Planning Code

As part of the project, Article 9 of the City Planning Code would be amended. The amendment of Article 9 would require approval by the Planning Commission and adoption by the Board of Supervisors. Adoption of the Redevelopment Plans and Design for Development documents would supersede the Planning Code with respect to the Project Area. These documents would change existing zoning to new land use designations and provide new development controls for the entire Project Area.

As part of the approval process, Section 101 of the City Planning Code requires that the project, including the Redevelopment Plans, must be found consistent with the General Plan and the eight “Priority Policies” of the City. The City Planning Commission would make determinations on the issue for consideration by the Board of Supervisors. Individual development projects that may result from implementing the plan are not subject to “Priority Policy” review.

Subdivision Map Act

As part of the previously proposed Mission Bay development project, the City adopted a Development Agreement, now terminated, which included a Mission Bay Subdivision Code and Mission Bay Subdivision Regulations. The code and regulations made certain changes to the San Francisco Subdivision Code and San Francisco Subdivision Regulations applicable only to that project. Similarly, as part of the currently proposed project, changes would be made to the San Francisco Subdivision Code and San Francisco Subdivision Regulations to create conformity between those documents and the proposed redevelopment plans and related plan documents.

Sustainability Plan

The Sustainability Plan is a non-binding document and, therefore, does not govern the project or other City or private actions. In response to requests received during the public scoping process for this SEIR, a general evaluation of the project in light of Sustainability Plan principles is presented below.

The evaluation is general because the specific actions recommended in the Sustainability Plan are not intended to be used as a detailed checklist for proposed projects.

Many of the Sustainability Plan objectives do not directly relate to the project. Many others are very specific and cannot be evaluated at this time because details (of building design and landscaping, for example) have not been formulated. Major objectives that can be related to the project are discussed below.

Transportation objectives of the Plan focus on reducing vehicle miles and facilitating use of transit, bicycles, and walking. The project provides for bicycle routes connecting with existing City routes. The project would rely on recent and planned MUNI line extensions and upgrades to enable a high proportion of project trips to occur on public transit. Accessory parking for most uses would be limited compared to Planning Code requirements (for most uses, minimum parking amounts set forth in the Planning Code are proposed as maximum amounts in the Redevelopment Plans), which could discourage excessive trips by private automobile. Local-serving retail and office uses are proposed to be allowed in all project use districts, reducing the need to travel by car for basic shopping and services.

The Plan calls for expanding green space and providing recreational facilities. The project proposes about 47 acres of public parks to serve future residents and workers of the project as well as existing residents and workers. (Refer to "Open Space," under "Redevelopment Plans and Proposed Land Uses" in Section III.B, Project Description, and "Open Space Demands," under "Recreation and Parks: Impacts" in Section V.M, Community Services and Utilities, for discussion of proposed open spaces.)

Sustainability strategies for water and wastewater include maximizing reclamation and reuse of wastewater, conserving potable water, minimizing storm water flows into the city's combined sewer system, reducing system discharges to the Bay, and ensuring discharges do not impair receiving water. The project would conform with current city requirements for the installation and use of a reclaimed water system, i.e., installation of dual-piping in the non-UCSF portions of the project. The project would include 1.6-gallon flush toilets and other water-conserving devices and appliances as required by law. The project's sewerage system would include addition of combined sanitary/sewer stormwater lines in Mission Bay North and the southern portion of Mission Bay South, and a new system with separated sanitary sewer and stormwater lines in the northern portion of Mission Bay South. The system, described in "Sewer Infrastructure Improvements," in "Sewers and Wastewater Treatment: Impacts" in Section V.M, Community Services and Utilities, is intended to minimize degrading Bay water quality and minimize contribution to existing city system discharges in time of storm flows that exceed system capacity. The effects of the proposed system on the city system are

described in “Sewer Infrastructure Improvements” under “Sewers and Wastewater Treatments: Impacts” in Section V.M, Community Services and Utilities, and the effects on water quality are discussed in “Evaluation of Potential Water Quality Impacts” under Section V.K, Hydrology and Water Quality: Impacts.

Goals of the Sustainability Plan include prioritizing minimization of hazardous materials use and hazardous waste generation, and focusing remediation efforts “towards those issues with the highest risk of danger to human and environmental health.” This approach appears generally consistent with the project proposals described in “Larger Waste Generators” under “Potential Environment Impacts of Hazardous Waste Generation and Disposal” and “Cumulative Effects” in Section V.I, Health and Safety: Impacts, and in “Risk Management Plan for Project Area Development” under Section V.J, Contaminated Soils and Groundwater: Impacts. With remediation of hazardous wastes proposed to minimize the risk of exposure to people, the reuse of the site to create housing, commercial, and institutional development projected to generate 30,000 jobs and contain 11,000 residents generally reflects the Sustainability Plan’s assertion that “cleanup and reuse” of contaminated ‘brownfield’ sites “will enable new economic development at the same time that exposure to hazardous materials from these sites is eliminated.”

The project’s residential and commercial densities are relatively high. High-density land-use concepts are generally efficient compared with those for lower densities; thus, the project’s consumption of resources would be expected to be lower than accommodating the same number of residents and workers in other locations or with other land use concepts.

Port of San Francisco

Waterfront Land Use Plan

Port property adjacent to the Project Area that is covered by the *Waterfront Land Use Plan* mainly extends from Piers 38 to 64, roughly between Mission Rock Street and Mariposa Street. Land uses proposed in the Mission Bay South Redevelopment Plan and related documents include Open Space, to be located adjacent to Port property along Terry A. Francois Boulevard, and Mission Bay Residential along Mission Rock and Third Street. The Mission Bay Hotel land use designation would be located across Third Street from Seawall Lot 337 and Pier 48. Open space, which would be the predominant use proposed for the areas directly adjacent to Port property, would be considered appropriate and would support Port policies in the *Waterfront Land Use Plan*. In the long term, and by the time the Project Area would be built out, residential population and commercial industrial activities would grow in the Project Area. Resulting increased traffic congestion and population

density could make piers less attractive for maritime activities and more attractive for commercial development, possibly creating pressure to transition from existing maritime uses to commercial and retail activities on nearby port property. This potential transition could also make it more difficult for the Port to attract or expand maritime activity at Piers 48 and 50, which are designated Port Priority Areas. The mix of residential, retail, commercial uses, and open space that would be developed in accordance with the Mission Bay North Redevelopment Plan and related documents would not directly conflict with Port policies regarding the use of piers and other adjacent property. The relationship between Port land uses and the proposed project are also addressed in: “Adjacent Port Property” under “Summary of Project Area Impacts” in Section V.B, Land Use: Impacts; in “Adjacent Port Property Nearby Area” under “Nearby Areas” in Section V.C, Business Activity, Employment, Housing, and Population: Setting; and “Residential Development,” under “Spillover Effects: Implications for Nearby Areas” in Section V.N, Growth Inducement.

REGIONAL AGENCIES

Bay Conservation and Development Commission

The 100-foot shoreline band which delineates BCDC jurisdiction extends along the waterfront and around China Basin Channel. Proposed Channel modifications and other project construction and activities within the 100-foot band would fall under the jurisdiction of BCDC./39/

The proposed modifications along and in the Channel include a pedestrian circulation system along the top of the Channel on the north and south sides; three promontories overlooking the Channel on the north side; a potential pedestrian bridge over the Channel linking Fifth Street to the future Owens Street; stabilization of the banks of the Channel with riprap; and landscaping with salt-tolerant vegetation. See “Proposed China Basin Channel Edge and Bridge Treatments,” in Section V.L, China Basin Channel Vegetation and Wildlife: Impacts, for a detailed description of the proposed channel edge treatment. The pedestrian circulation system and the promontories are designed to afford opportunities for passive recreation such as strolling, sitting, socializing, and viewing. Construction of certain sewer lines, storm drains, and new pump stations would also occur within the 100-foot band. Refer to “Construction and Phasing of Infrastructure” under “Water Supply: Impacts” and under “Sewers and Wastewater Treatment: Impacts” in Section V.M, Community Services and Utilities, for a description of these features and their locations. In addition, BCDC would determine if any other proposed development near the Channel would be located within the 100-foot band.

The pedestrian walkways and parks are open space uses intended to encourage water-oriented recreation and afford opportunities for public assembly, which are both activities favored by BCDC's San Francisco Bay Plan. Because these treatments would require fill, and the promontories and potential pedestrian bridge would cover open water, BCDC would evaluate whether or not such fill and loss of open water was consistent with the McAteer-Petris Act and policies of the Bay Plan related to use of fill for improving the shoreline and public access areas. Any sewer lines, storm drains, and pump stations within BCDC jurisdictional areas would also be subject to BCDC permitting authority.

San Francisco Bay Regional Water Quality Control Board

The RWQCB regulates surface water and groundwater quality in the San Francisco Bay Area through its *San Francisco Bay Basin Water Quality Control Plan*.^{/40/} As discussed in the "Storm Water Pollution Prevention Plan," under "Construction Activity Pollutants" in Section V.K, Hydrology and Water Quality: Impacts, the project would need to obtain coverage under the State's General Construction Activity Storm Water Permit for construction on areas that currently drain to the Bay. The RWQCB enforces the requirements of the federal Clean Water Act and issues permits for stormwater discharges. Furthermore, the RWQCB has a certification role regarding U.S. Army Corps of Engineers Clean Water Act, Section 404 permits (see "U.S. Army Corps of Engineers" below). Refer to "Regulatory Framework" in Section V.J, Contaminated Soils and Groundwater: Setting, for a discussion of the RWQCB's role in regulating contaminated soils and groundwater.

Bay Area Air Quality Management District

Some of the proposed development activities, including certain industrial and research and development activities, which produce criteria air pollutants and/or toxic air contaminant emissions may require permits from the BAAQMD. Obtaining air permits would be the responsibility of tenants or operators. Depending on the size and type of its proposed boilers, UCSF may be required to obtain permits for some of these boilers and other fossil-fuel burning equipment. Contractors would be required to follow BAAQMD regulations for dust suppression during construction. BAAQMD requirements are discussed in more detail in "Regulatory Framework" in Section V.F, Air Quality: Setting.

STATE AGENCIES

University of California San Francisco

The proposed project would include the construction in Mission Bay South of a 43-acre major new site by the University of California San Francisco. The UCSF *1996 Long Range Development Plan* (LRDP) principles for the major new site include the following:

- The various uses at the new site would be consistent with UCSF's major functions, primarily instruction, research, and related support activities. Major hospitals or clinics are not proposed for the new site, though a small community facility is possible.
- The site's physical development would focus on health sciences research.
- Physical development at the new site would follow established parameters of local master plans and zoning codes for the site and surrounding area to the maximum extent feasible, including guidelines related to building scale, proportion and setbacks, to promote compatibility between UCSF and neighboring uses./41/

Goals for the new site include the following:

- Establish a major new site to provide space for decompression, expansion, and consolidation of UCSF's activities which can accommodate existing programs, new programs and as yet unprogrammed growth, and which is suitable, flexible, safe and attractive for its occupants.
- Optimize the design, placement and relationship of buildings on the major new site to meet UCSF's program needs in the best way possible.
- Ensure that UCSF development is compatible with its physical surroundings in use, scale, and density./42/

The University of California is exempt under Article 9, Section 9, of the State Constitution from local planning, zoning, and redevelopment regulations whenever land under its control is used for educational purposes. That portion of the Project Area within the UCSF site to be developed as a city school site for the San Francisco Unified School District, and the dedicated public streets (e.g., Fourth Street) would be subject to the jurisdiction of the City, the Redevelopment Agency, and/or the school district and state agencies with jurisdiction over public school construction. However, the LRDP Goals and Objectives express UCSF's intention to work with local governments to satisfy the interests of local jurisdictions and UCSF. In addition, UCSF and the City and County of San Francisco entered into a Memorandum of Understanding (MOU) in 1987. The MOU calls for meetings of UCSF staff and City Planning Commission staff and states that the City will use Section 304.5, Institutional Master Plans, of the City Planning Code to evaluate UCSF projects. Section 304.5 describes the City's requirements for completion of Institutional Master Plans for medical

centers and colleges. UCSF is not subject to Section 304.5 but submitted its LRDP to the Planning Commission pursuant to the MOU./43/ The proposed Mission Bay project would involve rescission or amendment of the applicable Elements or Area Plans of the *San Francisco General Plan* as well as the City Planning Code; approval of these actions would ensure that development of the UCSF site would be generally consistent with local plans and policy documents. Development activities associated with the major new site would be subject to state regulations regarding demolition and construction.

California Department of Fish and Game

Under California Fish and Game Code Section 1601-03, Streambed Alteration Agreement, a project proponent must obtain an agreement from the CDFG for any alteration to a streambed channel, or to the flow of waters in a channel, if the stream or channel has significant wildlife values. CDFG has not yet determined if the proposed project would require a Streambed Alteration Agreement for alterations to China Basin Channel; it is CDFG's general policy to review a project EIR before making this determination.

Under the federal Fish and Wildlife Coordination Act of 1958, CDFG would review permit applications to the U.S. Army Corps of Engineers if any are required for the project, and participate in any review and permitting procedures required by BCDC. CDFG's review of U.S. Army Corps of Engineers (discussed below) and BCDC permits would focus on potential effects of dredging and filling of Bay waters or any alteration of the shoreline on the area's fish and wildlife habitat, such as the proposed soft-edge Channel treatments discussed in "Proposed China Basin Channel Edge and Bridge Treatments," in Section V.L, China Basin Channel Vegetation and Wildlife: Impacts. CDFG would also focus on potential project effects on Pacific herring spawning habitat (see "Turbidity and Resuspension of Contaminated Sediment," in Section V.L, China Basin Channel Vegetation and Wildlife: Impacts.)

FEDERAL AGENCIES

U.S. Army Corps of Engineers

The Corps would review any development that results from the proposed project that involves structures or fill materials, such as rip-rap, within the Channel area or the Bay. Water quality, navigation, protection of water edges, flood protection, and aquatic habitats are some of its concerns. The proposed project would include stream alterations associated with Channel improvements, the creation of public walkways along the edge of the Channel, filling associated with the construction of

three promontories in Channel waters, and the possible construction of a pedestrian bridge over the Channel. Furthermore, four additional stormwater outfalls that would discharge into the Bay are proposed as part of the project. These activities would be reviewed by the Corps.

U.S. Coast Guard

- The project proposes the construction of a new pedestrian bridge over the Channel. Because the Channel is a navigable waterway, the new bridge must allow passage of vessels. The U.S. Coast Guard has permitting jurisdiction for bridges over navigable waterways and would decide whether or not to issue permits for the construction of any new bridge or alteration of either of the existing bridges over the Channel. The Coast Guard also has authority to require safety measures, such as navigation lights or channel markers, within navigable waterways. In addition, the Coast Guard reviews U.S. Army Corps of Engineers' Section 404 and Section 10 Public Notices with particular concern for marine safety.

NOTES: Plans, Policies, and Permits

1. In 1951, the Community Redevelopment Act was renamed the Community Redevelopment Law, Health and Safety Code, Sections 33000 *et seq.*
2. City and County of San Francisco, Planning Department, *Central Waterfront Plan*.*
3. City and County of San Francisco, Planning Department, *Central Waterfront Plan*, p. II.8.7.*
4. While the Esprit site was analyzed as part of the Mission Bay project area in the 1990 FEIR, the adopted Mission Bay Plan did not include that site.
5. Backland is defined as an area inland from container cranes where containers can be stored.
6. City and County of San Francisco, Planning Department, *San Francisco General Plan*, Commerce and Industry Element.*
7. City and County of San Francisco, Planning Department, *The South of Market Plan*.
8. City and County of San Francisco, Planning Department, *Northeastern Waterfront Plan*.*
9. City and County of San Francisco, Planning Department, *San Francisco General Plan*, Urban Design Element.*
10. City and County of San Francisco, Planning Department, *San Francisco General Plan*, Urban Design Element, p. I.5.ii.*
11. City and County of San Francisco, Planning Department, *San Francisco General Plan*, Urban Design Element, p. I.5.ii.*

12. City and County of San Francisco, Planning Department, *San Francisco General Plan*, Recreation and Open Space Element.*
13. City and County of San Francisco, Planning Department, *San Francisco General Plan*, Residence Element.*
14. City and County of San Francisco Planning Code, Article 9, Part I, p. PL-298.164.*
15. State law defines subdivision as "the division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease or financing, whether immediate or future except for leases of agricultural land for agricultural purposes." (Section 66424)
16. Diane Oshima, Planner, Port of San Francisco, telephone conversation with EIP Associates, October 8, 1997.
17. City and County of San Francisco, Planning Department, *Port of San Francisco Waterfront Land Use Plan Final Environmental Impact Report*, Planning Department File No. 94.155E, State Clearinghouse No. 94123007, certified January 9, 1997, p. 39.*
18. McAteer-Petris Act, California Government Code Section 6605(a).
19. Fill includes earth or any other material, including pilings; any water coverage whether on pilings or by cantilever; shoreline protection, e.g. sheet piling; bridges over constant-level canals; and floating structures moored for extended periods of time, such as houseboats and floating docks.
20. San Francisco Bay Conservation and Development Commission, *San Francisco Bay Plan*, as cited in City and County of San Francisco, Planning Department, *Port of San Francisco Waterfront Land Use Plan Final Environmental Impact Report*, Planning Department File No. 94.155E, State Clearinghouse No. 94123007, certified January 9, 1997, p. 96.*
21. City and County of San Francisco, Planning Department, *Port of San Francisco Waterfront Land Use Plan Final Environmental Impact Report*, Planning Department File No. 94.155E, State Clearinghouse No. 94123007, certified January 9, 1997, p. 97.*
22. Dredging includes any extraction or excavation by hydraulic or mechanical means of materials underwater, in areas subject to tidal action or in other areas of jurisdiction.
23. San Francisco Bay Conservation and Development Commission, *San Francisco Bay Plan*, adopted January 1969, amended July 1979.*
24. Linda Scourvis, Planner, San Francisco Bay Conservation and Development Commission, telephone conversation with EIP Associates, August 22, 1997.
25. Linda Scourvis, Planner, San Francisco Bay Conservation and Development Commission, telephone conversation with EIP Associates, August 22, 1997.
26. Port Priority Uses were established by the San Francisco Bay Area Seaport Plan, which was adopted in 1982 and amended in 1988 and again in April 1996. The 1996 amendments lifted the designation of "Port Priority Use" from the area containing the proposed project. As a result, the Seaport Plan no longer includes policies relevant to the proposed project.*

27. California State Lands Commission, brochure.
28. 1990 FEIR, Volume Two, pp. VI.A.30-VI.A.31.*
29. 1990 FEIR, Volume Two, p. VI.A.29.*
30. California Department of Fish and Game, *California Fish and Wildlife Plan*, January 1966 (in revision).
31. California Fish and Game Code, Section 1603.
32. City and County of San Francisco, Planning Department, *Port of San Francisco Waterfront Land Use Plan Final Environmental Impact Report*, Planning Department File No. 94.155E, State Clearinghouse No. 94123007, certified January 9, 1997, p. 105.*
33. In its *Bridge Permit Application Guide* (1985), the Coast Guard generally defines “navigable waters” as follows: “Navigable waters of the United States for bridge administration purposes are, in general, waters subject to tidal influence, waterways that have a history of substantial commercial navigation, waterways that presently have commercial navigation, and waterways that are susceptible to commercial development.” The legal definition of navigable waters is found in Code of Federal Regulations, Title 33, Section 2.05-25(a).
34. City and County of San Francisco, Planning Department, *Port of San Francisco Waterfront Land Use Plan Final Environmental Impact Report*, Planning Department File No. 94.155E, State Clearinghouse No. 94123007, certified January 9, 1997, p. 106.*
35. San Francisco Redevelopment Agency, *Draft Redevelopment Plan for the Mission Bay North Redevelopment Project*, March 30, 1998, p. 1.
36. San Francisco Redevelopment Agency, *Rincon Point - South Beach Redevelopment Plan*, adopted by the Board of Supervisors Ordinance No.14-81, January 5, 1981, most recently amended July 17, 1997.*
37. 1990 FEIR, Volume Two, p. VI.A.44.*
38. Port of San Francisco, *Waterfront Land Use Plan*, 1996, p. 47.*
39. BCDC’s shoreline jurisdiction includes all Bay shoreline, including piers which existed in 1969, located within 100 feet of the Bay, measured inland from the line of highest tidal action. Highest tidal action includes any area touched by tidal waters since September 17, 1965 except for areas flooded for less than a year due to the natural destruction of a dike or levee and areas that can be removed from tidal action by closing a functioning tide gate.
40. San Francisco Bay Regional Water Quality Control Board, San Francisco Bay Basin (Region 2), *Water Quality Control Plan*, June 21, 1995.
41. University of California San Francisco, *1996 Long Range Development Plan*, January 1997, pp. 167-168.

42. University of California San Francisco, *1996 Long Range Development Plan*, January 1997, pp. 172-173.
43. University of California San Francisco, *UCSF Long Range Development Plan Final Environmental Impact Report*, State Clearinghouse No. 95123032, certified January 1997, Volume Two, p. 63.*

* A copy of this report is on file for public review at the Office of Environmental Review, Planning Department, 1660 Mission Street, San Francisco.

B. LAND USE

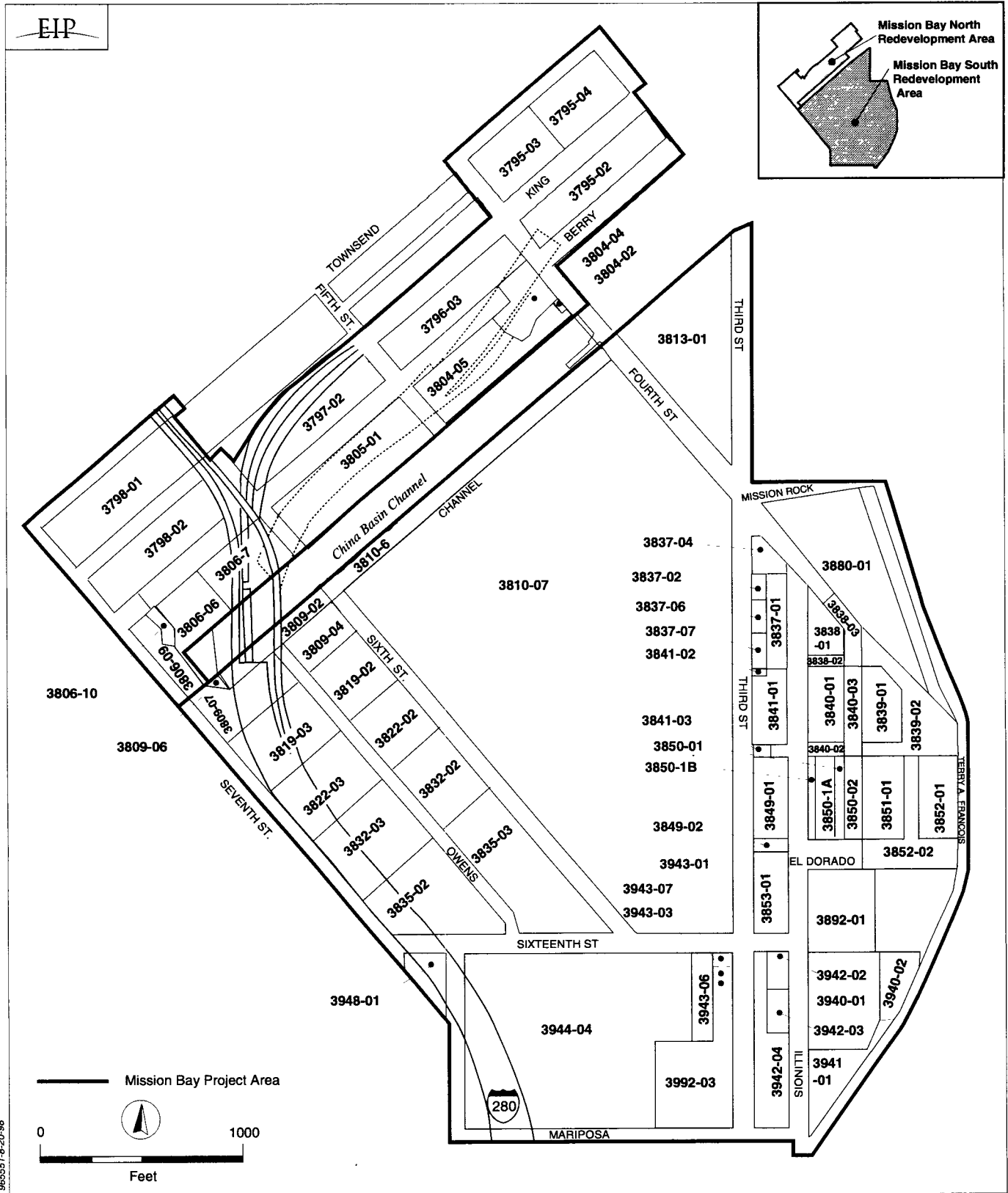
The Land Use, Business Activity, and Employment section of the 1990 FEIR/1/ describes the land uses in the Project Area at that time. In general, 1997 land uses in the Project Area are substantially the same as those described in the 1990 FEIR analysis. This section provides an updated review of land uses in the Project Area and the Nearby Areas, as defined in the 1990 FEIR, which are adjacent commercial and industrial areas or nearby residential neighborhoods./2/ Major changes in existing land uses occurring after publication of the 1990 FEIR are summarized. The primary Nearby Areas, which are discussed below, are Adjacent Port Property, South of Market, Potrero Hill, North Potrero, Showplace Square, Lower Potrero, and Central Bayfront. Further information on business activity is provided in Section V.C, Business Activity, Employment, Housing, and Population. The endnotes for this section begin on p. V.B.30.

SETTING

PROJECT AREA CHARACTERISTICS

The Project Area is a primarily industrial area occupied by block-long warehouses, concrete and gravel processing facilities, truck terminals, and surface parking with large tracts of undeveloped land that previously contained rail lines and a rail yard. Building heights generally range from one to two stories. The conveyor towers of two concrete and gravel processing facilities dominate the landscape at heights of about three stories. There are three truck terminals and about 50 warehouses, buildings, other structures, and recreational uses including a golf driving range and in-line skating facility. Buildings range from small materials sheds to large warehouses. Lot sizes in the Project Area vary from the block-size parcels north of the Channel to the large central parcel bounded by the Channel, Fourth, 16th, and Sixth Streets. Figure V.B.1 shows the Assessor's Block and Lot Numbers for the Project Area. Building uses include distribution and storage facilities for food products, clothing, rental furniture, and personal effects; light manufacturing; and some office use. Uses of undeveloped areas include maintenance yards, parking areas for container trucks and commercial buses, and storage areas for construction materials.

Catellus Development Corporation (Catellus) is the primary landowner in the 303-acre Project Area, owning approximately 167 acres. Approximately 11 acres are owned by other public and private entities. The City and County of San Francisco controls about 78 acres of land dispersed throughout the Project Area, including the Channel Pump Station, Fire Station No. 30, and street rights-of-way. The Port of San Francisco controls about 47 acres, primarily in the eastern portion of the Project Area and along the Channel, and rail rights-of-way in Seawall Lots 337, 339, 340, and 343. Certain



- land transfer agreements would result in 43 acres donated to UCSF to develop the UCSF site. After the transfers, land ownership within the Project Area would be approximately as follows: Catellus would own about 149 acres; the City about 78 acres; the Port of San Francisco about 23 acres; UCSF about 43 acres; the State of California about an acre; and other private owners about 9 acres./3/ “Amendments to Land Transfer Agreements” under “Implementation” in Section III.B, Project Description, also describes recent Port and Board of Supervisors actions to transfer a small portion of land to UCSF in February and March 1998.

EXISTING LAND USES IN THE PROJECT AREA

Figure V.B.2 shows existing land uses within the Project Area and immediately adjacent areas./4/

The major changes in land use in the Project Area since completion of the 1990 FEIR include/5/: interim uses such as construction of the Mission Bay Golf Center driving range and installation of the temporary structures of American Storage Unlimited, and public improvements including the widening of and improvements to King Street to accommodate the MUNI E-line light rail extension and the reconfiguration of the I-280 ramps onto King Street including demolition of a portion of the I-280 stub./6/ The overall mix of land use in the Project Area has not changed markedly since 1990. The Project Area is still primarily occupied by warehouses used for light industrial, commercial, and office use, with expanses of undeveloped land. Rail tracks have been removed in some areas, particularly in the area west of the truck terminal building at Third Street between Mission Rock Street and 16th Street and along Terry A. François Boulevard between Mission Rock Street and 16th Street. The Caltrain terminal, the China Basin Landing buildings, China Basin Channel, and the Mission Creek houseboat community are outside the Project Area. The Caltrain rail rights-of-way run along the western border of the Project Area./7/ Existing land uses in the Project Area are summarized below.

North of the Channel, the area between Third and Fourth Streets includes the site of the former San Francisco Recreational Vehicle Park (which ceased operations in January 1998) north of King Street and an unattended parking lot south of King Street. The San Francisco Recreational Vehicle Park contained approximately 200 rental spaces for trailers and motor homes. The I-280 stub between Third and Fourth Streets was removed from the unattended parking lot in 1996. The parking lot has spaces for about 540 automobiles.

The northern half of the area between Fourth and Sixth Streets is a vacant lot. The southern half is occupied by construction materials, trailers, clean soil, and a one-story building underneath the remaining portions of the abandoned and elevated I-280 stub. The reconfigured I-280 King Street

ramps, completed in June 1997, curve northeasterly through a portion of the area south of Sixth and King Streets, becoming a surface street on King Street midway between Fifth and Sixth Streets.

Improvements to King Street between The Embarcadero and the I-280 ramps include: widening for the MUNI Metro light rail service located in the King Street median, with stations at Second Street and Fourth Street; two travel lanes in each direction with parking permitted in the curb lane in most areas in both directions; and street trees. King Street is designated as a major arterial, a transit-important street, a neighborhood pedestrian street, and a citywide bicycle route in the City's Transportation Element of the General Plan./8/

At the northwestern corner of the Project Area, between Sixth and Seventh Streets, are a rail scrap yard, an Amtrak police station, a closed restaurant, the Channel Pump Station, and construction staging areas. Active Caltrain rail lines and other inactive rail lines occupy the westernmost portion of the area.

South of the Channel, the Project Area between Seventh Street and Third Street, and north of 16th Street, is occupied by warehouses, truck terminals, other buildings, truck yards, and vacant land. Buildings in this area are generally one-story warehouses. West of Owens Street is a truck terminal building, a warehouse, and an office building. Between Owens Street and Third Street are six warehouses, three commercial garages, two other buildings, two truck terminals, rows of storage structures, and vacant land. One of the warehouses includes surface parking for about 70 cars. Most of the warehouses front on Sixth Street. One truck terminal facility fronts on Channel Street, and the other truck terminal facility fronts on Third Street just north of 16th Street; container trucks are parked immediately west of this truck terminal facility in an open area. Building heights in this area are generally one or two stories.

Since publication of the 1990 FEIR, American Storage Unlimited has erected temporary storage structures on about 3 acres of land on Sixth Street just north of 16th Street. Two commercial recreation facilities were developed within the last five years: the Mission Bay Golf Center on Sixth Street at Channel Street, which was constructed in 1992; and the Bladium, an in-line skating facility at Third and Fourth Streets, which was developed within an existing structure. The tallest features in the Project Area are the nets of the golf driving range on Owens Street, which are about 110 to 120 feet high./9/

Fire Station No. 30 is located at Third and Mission Rock Streets. The fire station is used for a Mother Teresa soup kitchen and for storage and repair of toys for children. To the south of the fire station on Third Street is a row of two-story warehouse buildings. Farther south on Third Street,

● **FIGURE V.B.2 LAND USE IN THE PROJECT AREA AND VICINITY**

both north and south of 16th Street, are two concrete and gravel processing facilities. The conveyor towers of the concrete and gravel processing facilities extend above the warehouses and other buildings at a height of about 40 to 60 feet (about three stories high).

East of Illinois Street are warehouses, other commercial buildings, and vacant land formerly occupied by railroad tracks. The Esprit site, containing an Esprit outlet store, is located at Illinois and 16th Street. The buildings east of Illinois Street are generally one-story buildings; there is a two-story building on Illinois Street at Mariposa Street. The land east of Illinois Street is composed of "seawall lots." Seawall lots are filled land areas under the jurisdiction of the Port of San Francisco. Seawall lots have Assessor's Parcel Number designations and also have separate seawall lot numbers.

South of 16th Street and west of Third Street are five warehouses and two other buildings. The warehouses generally are one story high; the warehouse on the Castle Metals site is about two stories high./10/

Interim Uses

Since publication of the 1990 FEIR, permanent development (except for public improvements north of the Channel) has not occurred under the approved 1990 *Mission Bay Plan* implemented by Article 9 (Mission Bay Districts) of the San Francisco City Planning Code. Rather, interim uses, as defined in Article 9, have continued or have been built in the Project Area.

EXISTING LAND USES IN THE NEARBY AREAS

Major changes and ongoing projects in the vicinity of the Project Area since publication of the 1990 FEIR include:/11/

- H&H Ship Service Company, a recycling and tank cleaning facility that handled hazardous wastes, discontinued operations in April 1997. (The facility, located on Terry A. François Boulevard just south of China Basin Channel, was the only one of its kind in the Bay Area.)
- The Giants Ballpark is under construction on 13 acres at Third Street between King Street and China Basin Channel.
- China Basin Park, which will be about 85,000 to 100,000 square feet (sq. ft.) of open space area, will be completed in connection with development of the Giants Ballpark parking along the southern shoreline of China Basin Channel on port property northeast of Third Street and Terry A. François Boulevard./12/
- The Port of San Francisco's Maintenance Operations Facilities (MOF) was relocated from Pier 46B to Pier 50 in August 1997.

- The Port is continuing public improvements to the Public Boat Launch Ramp between Pier 52 and Pier 54, which were begun in 1995. These include a double boat ramp and maneuvering area, a disability-accessible gangway, public access and landscape improvements, and a 20-vehicle/trailer-space parking lot on the west side of Terry A. François Boulevard; and moving the Pier 52 curblin back 8 feet to accommodate future bike lanes along this area of the waterfront.

Transportation changes in the Project Area, and planned transportation projects affecting the Project Area, are discussed in “Year 2015 Transportation System Assumptions” in Section V.E, Transportation: Impacts.

The general pattern of land uses in the Nearby Areas is discussed below and shown in Figure V.B.2.

Adjacent Port Property

East of the Project Area and under port jurisdiction are the waterfront piers from Pier 48 to Pier 64./13/ This waterfront area also has maritime, recreational, industrial, office, and restaurant/night club uses. Maritime-related industrial and maritime uses include mooring facilities for commercial vessels, yacht and boat clubs, and other small-boat facilities.

Also under port jurisdiction is the Mission Creek Marina, a 20-unit houseboat community with slips for 35 pleasure craft and parking for about 50 vehicles./14/ The marina, adjacent to the south side of China Basin Channel and west of the Peter Maloney Bridge, is bordered on two sides by the Project Area.

The houseboat community and pleasure craft slips are not included in the Project Area and would remain in their current location. The approved China Basin Park will be located northeast of Third Street and Terry A. François Boulevard. The port property on the block bounded by Terry A. François Boulevard, Mission Rock Street, and Third Street includes the former site of the defunct H&H Ship Service Company, a tank cleaning facility that handled hazardous wastes. The property is currently used for a recycling center, car auctions, trucking operations, and a homeless shelter. This port property was included in the 1990 *Mission Bay Plan*, but is not a part of the current Project Area./15/

Along the waterfront, some tenants of the Port of San Francisco have relocated or discontinued operations, and tenant turnover has been increasing. The Port of San Francisco’s *Waterfront Land Use Plan*, which presents land use guidelines for the development of the waterfront, was adopted on June 24, 1997. The piers and seawall lots in the “China Basin Subarea” of the *Waterfront Land Use*

Plan, i.e., the area from China Basin to Mariposa Street, are dedicated to small-boat and recreational uses except for Piers 48 and 50, which are designated Port Priority Areas. Pier 48 is currently vacant./16/ The Port of San Francisco's Maintenance Operations Facilities is currently located at Pier 50. Piers 50, 54, and 54½ contain maritime support services, including tug and tow services, seasonal fishing operations, and boat storage. Piers 50½, 52, and 54 include yacht and boat clubs, an office building, and the Port of San Francisco's Public Boat Launch Ramp. Pier 64 is vacant and condemned, as is the former railroad ferry pier between Piers 52 and 54. South of Pier 64 on the waterfront is Agua Vista Park, the Mission Rock Resort (a bar and restaurant), a small boat yard, and The Ramp restaurant.

South of Market

The portion of the South of Market Nearby Area shown in Figure V.B.2 includes the area east of Seventh Street and north of Townsend Street. Land uses in the South of Market Nearby Area are primarily office, retail, residential, and live/work uses. Building heights in this area generally range between one and eight stories, with older buildings about one to four stories high and newer buildings from six to eight stories high.

Adjacent to the Project Area and north of King Street is the Caltrain terminal, which provides primarily passenger and commuter train service to the Peninsula and the South Bay. The terminal is bounded by Sixth, Townsend, Fourth, and King Streets. The rail lines extend west between Townsend and King Streets and turn south along Seventh Street, generally under the elevated I-280 structure. The train terminal contains customer services such as a newsstand and snack bar. Uses along the north side of Townsend Street, west of Fourth Street, include light manufacturing, wholesale trade, and warehousing.

Farther north, the blocks north of Brannan Street and east of Fourth Street contain a number of commercial buildings that are currently vacant, as well as industrial yard uses (undeveloped land that is used for the storage of construction materials and other industrial tools or products).

Immediately northeast of the Project Area is the South Beach subarea of the Rincon Point - South Beach Redevelopment Project which includes the site of the San Francisco Giants Ballpark, currently under construction, on Third Street between King Street and China Basin Channel. The China Basin Landing office buildings abut the Project Area on Fourth Street, south of Berry Street. Along Townsend west of Fourth Street, and along Third Street north of King Street, are one- and three-story office, retail, and light industrial buildings. The South End Historic District, characterized by industrial buildings with red brick facades, is the area generally bounded by Third Street (at King

Street), Brannan Street, Second Street, Bryant Street, Delancey Street, Townsend Street, Second Street, and King Street./17/ South Park and South Beach are two neighborhoods within the South of Market Nearby Area.

South Park

The South Park neighborhood, located between Third and Second Streets, and Bryant and Brannan Streets, is composed of older residential buildings that have been converted to commercial and live/work uses. It is a neighborhood surrounding a small grassy area called South Park, which is outfitted with play equipment and picnic tables. The South Park area is characterized by two- to three-story residential buildings with office, retail, restaurant, and residential uses. Buildings ranging from one to four stories are built in a ring around South Park. The area is also known as Multimedia Gulch for its concentration of software companies specializing in multimedia applications.

South Beach

The South Beach neighborhood/18/, developed in the last ten years, contains a mix of multi-family residential, neighborhood-serving commercial uses, and waterfront development. South Beach extends northeast along the waterfront from Third Street and China Basin Channel and is part of the Rincon Point - South Beach Redevelopment Plan Area. The area's apartment buildings range from about three to six stories high, although two of the residential towers are 13 and 14 stories high, respectively. Several of the existing and proposed apartment buildings include retail uses such as grocery stores, restaurants, and other services on the ground floor. The *Rincon Point - South Beach Redevelopment Plan* includes development of Pier 40, South Beach Harbor, and South Beach Park. Pier 40 includes surface parking and offices for six maritime-related businesses. South Beach Harbor has berths for 680 boats and related facilities. South Beach Park is a 5-acre park that may be expanded to include additional open space and additional parking for the harbor.

Potrero Hill and North Potrero

The Potrero Hill and North Potrero Nearby Areas are separated from the Project Area by the Caltrain tracks and I-280 along Seventh Street. Industrial uses occur in the area adjacent to the freeway and rail right-of-way. Commercial uses south of 16th Street form a buffer from the predominantly multi-family residential uses south of 17th Street and neighborhood-serving commercial uses concentrated along 18th and 20th Streets.

Adjacent to the western border of the Project Area, across the rail lines and freeway structure, are converted warehouses used for retail and office use, some industrial uses, storage facilities, and open areas used for parking and industrial yard areas. Building heights in this area are generally two or three stories high, with the majority of uses either vacant land used for parking or converted warehouses. Rail tracks extend from the corner of Mariposa and Carolina Streets to the northwest and diagonally cross three blocks to 15th Street.

Residential uses are concentrated south of 17th Street and west of Pennsylvania Street. The residential buildings are single-family and multi-family complexes ranging from two- to four-unit buildings to 12- to 16-unit buildings. Buildings in the Potrero Hill area are generally three to five stories high. Jackson Playground, at Mariposa and Arkansas Streets, is five blocks from the southwest corner of the Project Area. A convalescent hospital is located on Pennsylvania Street south of 18th Street. Potrero Hill Middle School is located at 19th and De Haro Streets. Two churches, one at Mariposa and De Haro Streets and one at 19th and Connecticut Streets, are also located nearby.

Showplace Square

Directly west of the Project Area is Showplace Square, a wholesale commercial area centered at Eighth and Townsend Streets. Showplace Square generally consists of former industrial buildings that have been converted to exhibition and marketing of interior design products. Items exhibited include home furnishings, fabrics, and fixtures, as well as office furniture, jewelry, gifts, and apparel. Buildings are generally converted industrial buildings with brick facades and range from three to six stories in height.

Lower Potrero and Central Bayfront

Immediately south of the Project Area, south of Mariposa Street, and east of the I-280 freeway are the Lower Potrero and Central Bayfront Nearby Areas. In addition to light industrial, office, and retail uses, Lower Potrero contains a small residential neighborhood. Along Tennessee Street, between Mariposa and 19th Streets, are residential buildings, including some Victorian-era buildings. Three live/work buildings are under construction.^{19/} Light industrial uses include vehicle and motorcycle repair shops, scrap yards, an iron works, and a photographic studio. Building heights in this area are generally one to three stories, but the three new live/work buildings under construction will be about four stories high. The Central Bayfront Nearby Area includes the maritime industrial uses of Piers 68 and 70 as well as the light industrial and commercial uses east of Third Street. Piers 68 and 70, at 18th to 20th Streets, are shipyards.^{20/}

IMPACTS

This section discusses the changes in land use in the Project Area that would result from implementation of the proposed project, and compatibility of the project land uses with existing land uses in the vicinity.

STANDARDS OF SIGNIFICANCE

The City has no adopted significance standard for land use impacts, but generally considers whether a project would disrupt or divide the physical arrangement of an established community, or have any substantial adverse impact upon the existing character of the vicinity.

REDEVELOPMENT AREAS AND SEIR SUBAREAS

The Project Area is composed of two proposed Redevelopment Areas: Mission Bay North/21/ and Mission Bay South/22/. To facilitate description and analysis in certain sections of this SEIR, Project Area has been divided into five subareas for environmental review. (The subareas have no meaning with respect to the proposed Redevelopment Plans, construction phasing, or any other aspects of the project.) The subareas are described in "Perspectives for Impact Assessment" in Section IV.B, SEIR Study Approach, and shown in Figure IV.B.1. The proposed Mission Bay North Redevelopment Area is, for SEIR description and analytical purposes, the North Subarea. For SEIR description and analytical purposes, the proposed Mission Bay South Redevelopment Area is divided into the Central Subarea, West Subarea, East Subarea, and UCSF Subarea. Mission Bay North and Mission Bay South are connected across China Basin Channel by two drawbridges: the Peter Maloney Bridge at Fourth Street and the Lefty O'Doul Bridge at Third Street.

SUMMARY OF PROJECT AREA IMPACTS

The potential land use impacts of the project are summarized here and described in more detail by topic, and by subarea as appropriate, below.

Land Use Changes

The project includes Redevelopment Plans which propose land use designations intended to eliminate blight by facilitating development on primarily vacant and underutilized land. Accordingly, the project would ultimately result in virtually a complete change and intensification in land uses in the Project Area. Implementation of the proposed project would require demolition of almost all existing

buildings within the Project Area and displacement of existing uses over the build-out period, which would not be complete until at least 2015. Buildings in the Project Area are primarily warehouses, one- and two-story buildings, and truck terminals. The primarily industrial, light industrial, commercial, and office uses would gradually be replaced by approximately 6,090 dwelling units, a 500-room hotel, up to 445,000 gross sq. ft. of entertainment-oriented commercial use, up to 805,000 gross sq. ft. of city-serving retail use, up to 257,000 gross sq. ft. of neighborhood-serving retail use, up to 5,557,000 gross sq. ft. of research and development/light industrial/office uses, about 47 acres of open space (including about 8 acres within the UCSF site), and associated parking consisting of about 22,000 spaces.^{/23/} In addition, a major new site for UCSF containing up to 2,650,000 gross sq. ft. of instruction, research, and support uses with associated parking of about 5,300 spaces would be developed on about 43 acres. Land would be donated by Catellus for a San Francisco Unified School District public school and a new police and fire station. The project would include a new grid system of local streets and some new major streets; the existing street pattern would be substantially changed. The new street pattern is discussed in “Changes to Circulation Pattern in Mission Bay” in Section V.E, Transportation: Impacts. The project would also include major infrastructure improvements, such as drainage improvements, utility trenches, conduit ducts, and expansion of the sewer and water systems. Changes to existing infrastructure systems are discussed in “Water Supply: Impacts” and “Sewers and Wastewater Treatment: Impacts” in Section V.M, Community Services and Utilities.

Existing Uses and Buildings During Build-out of the Project Area

During the period that the Project Area is being developed, existing, non-conforming buildings and uses would generally be permitted to continue for up to 15 years, plus possible extensions at the discretion of the Redevelopment Agency.^{/24/} Existing uses and buildings would also be permitted minor changes including enlargements, intensifications, extensions, or expansions to accommodate ongoing business operations while other parts of the Project Area were being developed.

Buildings to Be Demolished

Almost all of the buildings in the Project Area would be demolished over time to permit full build-out of the project, conservatively assumed for purposes of analysis to be complete by 2015. Buildings to be demolished are listed by Assessor's Block and Lot Number in Table V.B.1, which are shown in Figure V.B.1. The Channel Pump Station and the offices of the Amtrak police at 580 King Street would be retained.^{/25/} Fire Station No. 30 could be either demolished or retained by the City. Fire Station No. 30 is discussed in “Architectural Resources” in Section V.D, Visual Quality and Urban Design: Setting and Impacts.

**TABLE V.B.1
 BUILDINGS TO BE DEMOLISHED**

Assessor's Block, Lot	Height (Stories)	Gross Floor Area /a/ (sq. ft.)
Mission Bay North		
Block 3795, Lot 4 250 King St.	2	10,300
Block 3804, Lot 2 940 Fourth St.	1	1,700
Mission Bay North Subtotal		16,100
Mission Bay South		
Block 3809, Lot 4	1	500
Sixth & Channel	1	1,200
Sixth & Channel	1	1,900
Sixth & Channel	2	12,400
Block 3810, Lot 7		
1210 Sixth St.	W1/b/	64,800
1225 Sixth St.	W1	60,000
1301 Sixth St.	W1	116,100
1335 Sixth St.	W1	90,900
1355A Sixth St.	W1	2,500
1355 Sixth St. /c/ (2 bldgs)	W1	28,100
1788 Third St.	1	800
1730/1760/1780 Third St.	W1	106,000
1790 Third St.	1	1,000
255 Channel St.	W1	104,600
205 Channel St.	W1	34,100
Block 3813, Lot 1		
1050 Third St.	W1	27,300
Blocks 3822, Lot 3; 3832, Lot 3; and 3835, Lot 2		
700 16th St.	W1	104,400
700 16th St. (2 bldgs.)	1	6,800

(Continued)