2. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The 28-acre project site consists of Assessor's Block 8719/Lot 002, Block 8719/Lot 006, and Block 9900/Lot 048 and the following: the 14.2-acre Seawall Lot 337; the 0.3-acre strip of land on the south side of Seawall Lot 337, referred to as Parcel P20[1] (see below); the 6.0-acre Pier 48; the existing 2.2-acre China Basin Park; and 5.4 acres of streets and access areas within or adjacent to the boundaries of Seawall Lot 337 and Pier 48. The project site is adjacent to the Mission Bay neighborhood of the city and the Mission Bay South Redevelopment Plan area.

The project sponsor (Seawall Lot 337 Associates, LLC) of the Seawall Lot 337 and Pier 48 Mixed-Use Project (Mission Rock Project or proposed project) proposes a mixed-use, multi-phase development at Seawall Lot 337; rehabilitation and reuse of Pier 48; and construction of approximately 5.4 acres of net new open spaces, for a total of 8.0 acres of open space on the project site.[2] In addition, approximately 1.1 million gross square feet (gsf) of parking would be provided in two public parking garages, one above grade and one below grade. The proposed project would also include public access areas, assembly areas, and an internal grid of public streets, shared streets,[3] and utilities infrastructure. Overall, the proposed project would involve construction of up to 2.7 to 2.8 million gsf of residential, commercial, production, active/retail, and parking uses on 11 proposed development blocks on Seawall Lot 337, plus rehabilitation of approximately 261,000 gsf of Pier 48 for reuse. The Port of San Francisco (Port) owns the entire project site.

---

1 The project sponsor's proposal includes a portion of Parcel P20 as part of the project site. Parcel P20, along the southern edge of Seawall Lot 337, is owned by the Port of San Francisco. Parcel P20 is part of the Mission Bay South Redevelopment Plan area and subject to a lease option in favor of the Office of Community Investment and Infrastructure as the Successor Agency to the San Francisco Redevelopment Agency. The redevelopment plan obligated the Mission Bay developer to realign Mission Rock Street, located at the southern edge of P20, from a diagonal configuration to an east-west street. Under Assembly Bill 2797 (stats. 2016, ch. 529) (AB 2797), the legislature authorized OCII and the SF Board of Supervisors to remove Parcel P20 from the redevelopment plan without further state approvals. Local approvals to include portions of Parcel P20 in Seawall Lot 337 will be among the project approvals. Except where indicated otherwise, references in this document to Seawall Lot 337 include portions of Parcel P20. As part of the project, most of Parcel P20 would be merged into Seawall Lot 337, with the balance remaining in adjacent right-of-ways.

2 Acreages and square footages used herein are approximate.

3 Public streets are typical streets with clear delineations between vehicles, bicycles, and pedestrians. Shared streets are public right-of-ways designed for pedestrian use that permit vehicles and bicycles to share the right-of-way. The design emphasize their pedestrian and public open space character to differentiate them from public streets.

On Seawall Lot 337, the project sponsor proposes a mix of residential, commercial, active/retail, production, and parking uses. The 11 proposed development blocks would be divided into "zones" that would define permitted uses on the lower floors as residential, commercial, active/retail,[4] or production. Above the lower-floor space, the project sponsor proposes primarily residential uses on four blocks, primarily commercial uses on four blocks, a parking structure on one block, and flexible zoning controls that would allow for the development of either commercial or residential as the predominant use on three remaining blocks. The 11 blocks on Seawall Lot 337 would be developed to include the following mix of uses: approximately 1.1 to 1.6 million gsf of residential uses (estimated at 1,000 to 1,600 residential units), consisting of both market-rate and affordable housing; approximately 972,000 to 1.4 million gsf of commercial uses; approximately 241,000 to 244,800 gsf of active/retail and production uses on the lower floors of the blocks; and enclosed parking. As noted above, total development on Seawall Lot 337 would not exceed 2.7 to 2.8 million gsf, not including the parking garages.

In total, the proposed project would provide approximately 3,100 parking spaces: 2,300 spaces within the above-grade parking structure on Block D, 700 spaces in a below-grade parking garage under Mission Rock Square, and up to 100 spaces below grade, at grade, or above grade within the proposed buildings (up to approximately 10 spaces per building). The 11 blocks on Seawall Lot 337 could be developed with building heights ranging from 90 feet (approximately 7 stories) to a maximum of 240 feet (approximately 23 stories) for the tallest building, excluding the mechanical and other accessory penthouse roof enclosures. The tops of upper buildings (towers) may extend up to 20 feet (40 feet on Block F) vertically above the maximum designated building height.

Pier 48 is proposed to be rehabilitated and reused as an industrial use, specifically analyzed as a proposed brewery use, under a lease with the Port. The rehabilitation and reuse of Pier 48 would include approximately 242,500 gsf of industrial, restaurant, active/retail, tour, and exhibition uses as well as meeting space within the existing structures and valley. Public access would be provided on the rehabilitated aprons, with the potential for expanded maritime uses for recreational/boat launch and other Port maritime tenants. Prior to being developed, Pier 48 could continue to be used on an interim basis for other uses, such as storage, exhibit, and event parking uses. Existing maritime uses on the aprons could also continue prior to rehabilitation of Pier 48.

---

[4] For purposes of this document, *commercial* uses include office, research and development (R&D)/biotech, labs, institutional, medical, and other similar nonretail uses. *Active/retail* uses are included under their own use category and include shops, restaurants, entertainment venues, and any other uses that by their nature do not require nontransparent walls facing a public street or involve the storage of goods or vehicles. *Production uses* are those uses that support the production or fabrication of goods, such as handicrafts, art, consumable goods, clothing, and furniture. These definitions are different from those found in the San Francisco Planning Code.

The proposed project would result in a total of approximately 8.0 acres of new and expanded parks, open space areas, and shoreline access areas. The new or expanded open space areas would include China Basin Park and a waterfront promenade, Mission Rock Square, Channel Lane, Channel Wharf, Pier 48 aprons, and pedestrian paseos. These areas would be connected by a network of pedestrian-oriented public streets.

B. PROJECT SPONSOR'S OBJECTIVES

The project sponsor has identified the following proposed project objectives:

PROJECT-WIDE OBJECTIVES

- Create a new waterfront neighborhood to serve Mission Bay and the Central Waterfront, inviting diverse public use and access to San Francisco Bay (Bay) by creating lively streets and parks and a distinctive design for living and working; preserve and rehabilitate Pier 48; and retain an authentic waterfront character.
- Set high standards for site-wide environmental sustainability, preparing for long-term site resiliency and setting high sustainability goals for the new buildings.
- Provide sufficient density and intensity for development and programmatic uses to achieve a vibrant all-day, all-season destination and, at the same time, meet the financial requirements of site preparation and the construction of affordable housing, streets, sidewalks, plazas, parks, sewers, water systems, and other utility and infrastructure systems.
- Develop parks and open spaces in a manner that complements and adds variety to the adjacent Mission Bay neighborhood, with multiple spaces that are usable and welcoming in all seasons. This includes maximizing the number of buildings fronting on open spaces or parks by developing the project around waterfront parks and a central open space square that (1) can accommodate assembly and special-event uses, (2) is connected to other open space areas by a network of pedestrian-oriented streets, and (3) is surrounded by interactive ground-floor spaces that maximize circulation between active/retail ground-floor uses and exterior spaces.
- Develop and provide access for area residents and visitors to an inviting waterfront promenade segment of the Bay Trail/Blue Greenway through design of a bicycle, pedestrian, and transit-oriented community with well-designed parks, pedestrian-friendly streets, walkable blocks, and links to open spaces, taking advantage of the project site's unique proximity to Mission Creek, AT&T Park, and the Bay Bridge and

the opportunity to expand and enhance the existing China Basin Park while also preserving access from Terry A. Francois Boulevard for industrial uses at Pier 48 and adjacent piers.[5]

- Provide amenities to a wide variety of people, such as Mission Bay residents/families, project residents, ballpark patrons, and employees of and visitors to UCSF and other area facilities and employment centers. The amenities would include, but are not limited to, parks, open space, recreation and entertainment opportunities, and a variety of retail and restaurant uses as well as a neighborhood focal point that provides appropriate amenities and active and vibrant public gathering spaces.
- Develop buildings and a pattern of blocks that add variety to the adjacent Mission Bay neighborhood, with varied form, scale, design character, and site-wide activity at ground-floor levels.
- Offer a mix of residential unit types, sizes, and levels of affordability to serve a diverse pool of potential residents.
- Add to the job-producing capacity of this site with diverse commercial/office building offerings, retail and service tenant spaces, and maker spaces for local artisans and entrepreneurs.
- Generate substantial incremental revenue to the Port for waterfront needs, which include preserving historic piers and other historic structures, constructing and maintaining waterfront plazas, and establishing open space, consistent with public trust requirements.
- Address the ongoing need for parking to serve AT&T Park patrons by replacing the existing Seawall Lot 337 surface parking with visitor and site-serving parking structures that address parking demand by ballpark patrons, working in combination with area street parking and other area structured parking resources.
- Optimize opportunities for sustainable transportation by encouraging walking, bicycling, and transit use and discouraging single-occupancy drivers and automobile use while ensuring minimum parking needs are met for site users and ballpark visitors.

[5] As discussed in more detail below, the Blue Greenway is a City-sponsored project, dedicated to planning and creating a public open space and water access network in southeastern San Francisco, from Mission Creek to the southern San Francisco county line. The Blue Greenway is being designed and developed jointly by the Port of San Francisco, the Office of Community Investment and Infrastructure, San Francisco Recreation and Parks Department, and the California State Parks Department. These agencies are working cooperatively with the San Francisco Planning Department, the Department of Public Works, the Municipal Transportation Agency, and the Mayor's Office of Economic and Workforce Development.

SPECIFIC OBJECTIVES – SEAWALL LOT 337

- Develop a mixed-used project on Seawall Lot 337, including sufficient residential density and commercial, parking, retail, open space, and related programmatic uses that will attract a diverse mix of workers, visitors, and residents and create a vibrant place that is active throughout the day, in the evenings, and on weekends.
- Provide sufficient flexibility and balance in the development program and a variety of building types, urban forms, heights, and floor plate sizes within the framework of an overall development plan to create an active mixed-use neighborhood.
- Design parking structures, to the extent feasible, to minimize conflicts between vehicles entering or exiting structures and area circulation, including bicyclists, pedestrians, or transit.
- Ensure that parking facilities and management strategies, in addition to serving onsite uses and AT&T Park patrons, support city-wide transportation plan strategies and goals to capture vehicle traffic coming into the city and transition the user to sustainable transportation modes, including Muni, Central Subway, and the T-Line.
- Encourage building forms that contribute to the beauty and variety of the city skyline, are placed to protect and promote public views of the Bay from various San Francisco neighborhoods, provide a transition in building heights by stepping down from Third Street toward the waterfront, and mark key destinations along the waterfront.
- Program lower floors of buildings with engaging retail and other active uses that serve and complement adjacent public spaces, meet the needs of the neighborhood, and accommodate artisan and other local business opportunities.
- Phase the construction of public infrastructure and facilities onsite to coordinate with the development of buildings.
- Implement a multi-faceted, coordinated resiliency strategy for Seawall Lot 337 that is responsive to the growing knowledge of sea-level rise, climate events, and the benefits of coordinated, sustainable utility systems.

PIER 48 OBJECTIVES

- Reuse and rehabilitate Pier 48, a contributing resource in the Embarcadero Historic District, with a mix of uses, such as industrial, commercial, visitor-oriented restaurant, retail, tour, exhibit, meeting space, entertainment, parking, and recreational uses, while preserving its historic fabric.

- Provide opportunity for both maritime and public access on the pier's aprons, to the extent feasible, in a manner that complements and enhances the public use and enjoyment of the proposed China Basin Park and that is consistent with public trust requirements.
- Comply with the Secretary of the Interior's Standards for the Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings (the SOI Rehabilitation Standards and the SOI Guidelines, respectively).

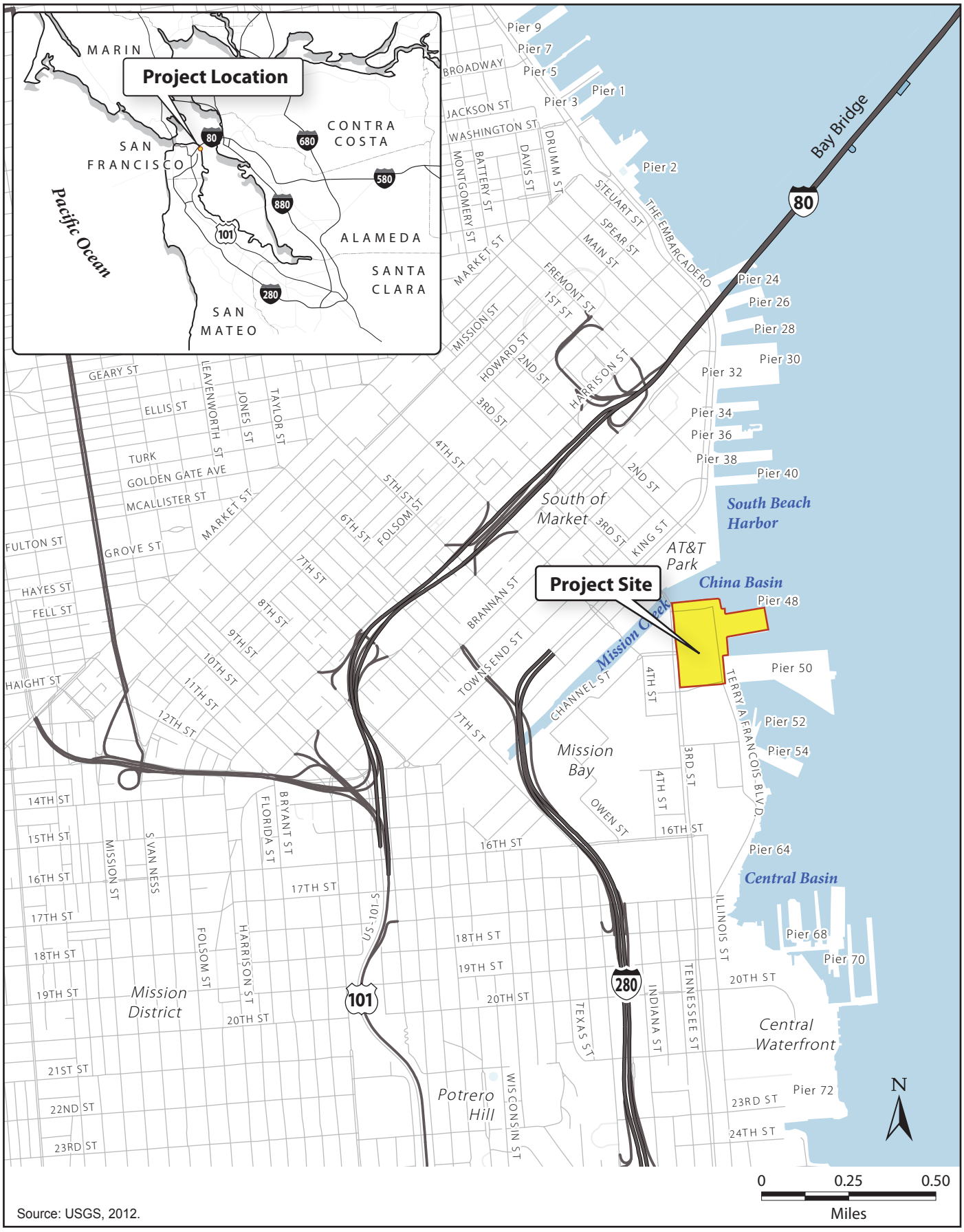
C. PROJECT SITE

The project site encompasses approximately 1.23 million square feet (sf) (approximately 28 acres) and, as noted above, includes several areas: Seawall Lot 337, Parcel P20, Pier 48 and the adjacent marginal wharf, China Basin Park, and Terry A. Francois Boulevard. Figure 2-1, on page 2-7, illustrates the location of the project site.

Seawall Lot 337 is a roughly rectangular parcel, bounded by Terry A. Francois Boulevard to the north, Terry A. Francois Boulevard and Piers 48 and 50 to the east, Parcel P20 and Mission Rock Street to the south, and Third Street to the west. Pier 48 is bounded by the Bay to the north, east, and south and Terry A. Francois Boulevard to the west. China Basin Park is bounded by China Basin to the north, the Bay to the east, Terry A. Francois Boulevard to the south, and Third Street to the west. Figure 2-2, on page 2-8, depicts the existing land uses at the project site.

As noted above, the project site encompasses Assessor's Block 8719/Lot 002, Block 8719/Lot 006, and Block 9900/Lot 048. China Basin Park is the only existing open space on the project site. Most of the project site is paved, with Seawall Lot 337 and portions of Parcel P20 used mainly as a surface parking lot and the Pier 48 structure used for indoor parking and storage and warehouse uses. Seawall Lot 337 and Pier 48 are also used for special events, such as festivals and performances, which are held up to 50 days per year, with a total of approximately 200,000 to 250,000 guests annually.

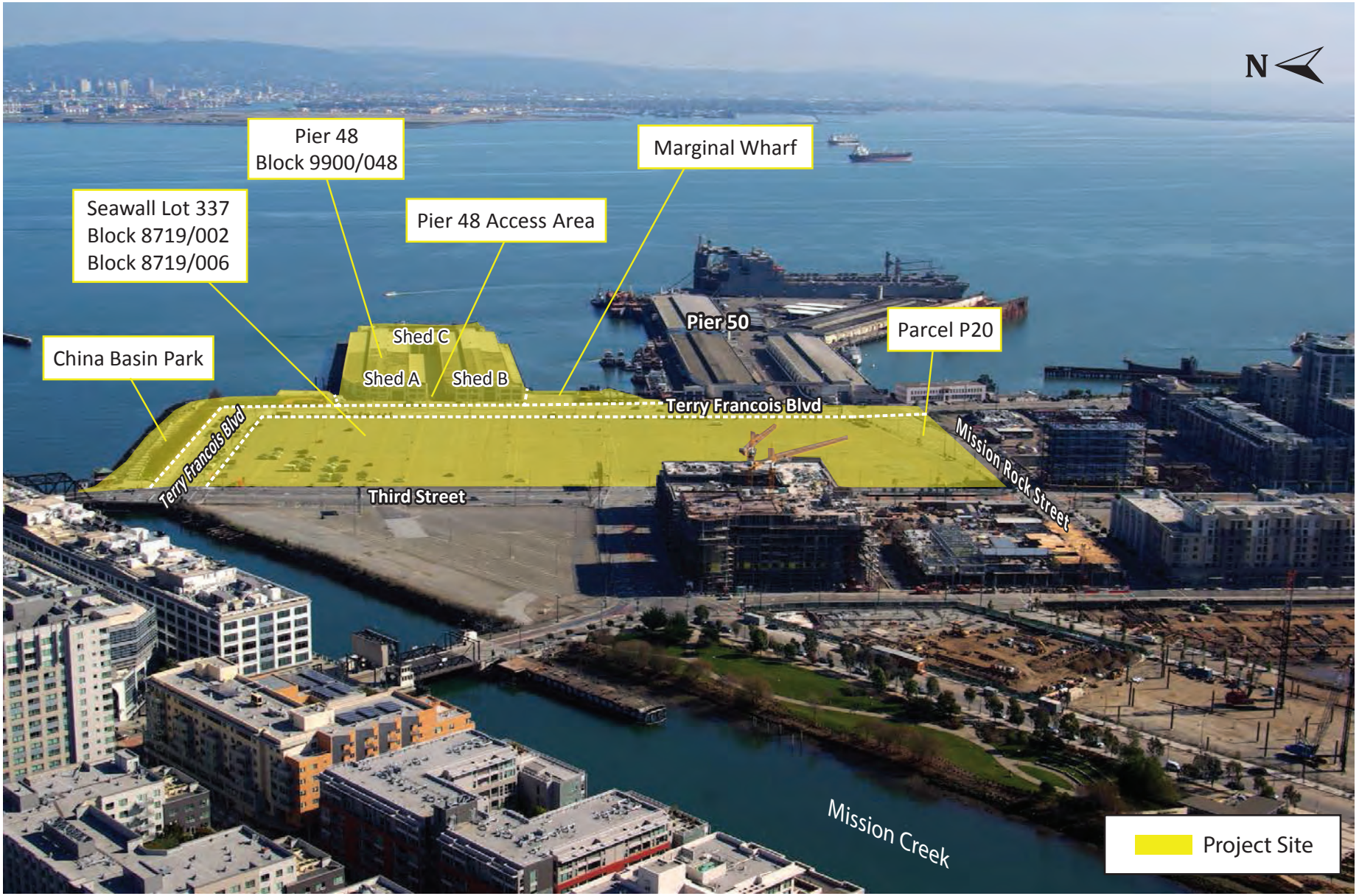
Existing onsite vegetation includes weeds and small shrubs along the perimeter of Seawall Lot 337 and grass and 26 trees in China Basin Park. The project site is generally flat and at an elevation of approximately 10.3 feet NAVD88, which is approximately 4.7 feet above mean high tide. Each area of the project site, including Seawall Lot 337, Parcel P20, Pier 48, the marginal wharf, China Basin Park, and existing streets and access areas, is described in detail below.



Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-1
Project Site Location



Source: Seawall Lot 337 Associates, LLC, 2014.

Graphics ... 00336.13 (4-24-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-2
Existing Land Uses

Table 2-1, below, presents a breakdown of the existing areas within the project site.

TABLE 2-1. EXISTING PROJECT SITE COMPONENTS

	Approximate Square Feet	Approximate Acres
Seawall Lot 337	618,600	14.2
Parcel P20	14,000	0.3
Pier 48	261,000	6.0
Sheds A, B, and C	*181,200*	*4.1*
Valley	*33,800*	*0.8*
Aprons	*46,000*	*1.1*
China Basin Park	95,800	2.2
Existing Streets and Access Areas	236,200	5.4
Terry A. Francois Boulevard	*153,400*	*3.5*
Pier 48 Access Area	*61,000*	*1.4*
Marginal Wharf between Piers 48 and 50	*21,800*	*0.5*
Total	***1,225,600***	***28.1***

Source: Seawall Lot 337 Associates, LLC, 2016

SEAWALL LOT 337

Seawall Lot 337 is an approximately 14.2-acre site that is currently occupied by a paved surface parking lot (Lot A) and pop-up retail. The Port leases this area to China Basin Ballpark Company, LLC. Mission Rock Street, which previously ran in a northeast-southwest direction along the southern boundary of the project site was realigned in 2014, pursuant to the Mission Bay Redevelopment Plan, to run in an east–west direction.

Lot A includes approximately 2,170 parking spaces for vehicles and 16 striped bus parking spaces on the eastern side of Lot A, along Terry A. Francois Boulevard, with those parking spaces used primarily for events at AT&T Park.[6] In addition, Seawall Lot 337 currently includes a temporary installation called The Yard at Mission Rock. The Yard, which is open from February through November from 7:00 a.m. to 10:00 p.m., is made out of 16 recycled shipping containers. It hosts food vendors, public gatherings, and programming opportunities for the community. Except for two small, portable pay-station kiosks and a billboard, Seawall Lot 337 does not contain any permanent structures; it functions as a surface parking lot and an area for pop-up retail and recreation.

[6] On game days when demand exceeds the 16 available bus parking spaces, another 16 buses can be parked along the east-west segment of Terry A. Francois Boulevard north of Seawall Lot 337. This segment is closed during games.

Seawall Lot 337 is located on former China Basin tidelands. A State lease to a railway company in the early 1900s required the railway to construct a seawall, reclaim tidelands, and construct a rail freight yard to serve the waterfront. Seawall Lot 337 was filled by 1906. Prior uses include railroad track and support structures for rail-related activities, parking, shipping, and truck maintenance. H&H Shipping Service Company, Inc., occupied a portion of Seawall Lot 337 from 1950 to 1996.

Temporary structures are erected periodically throughout the year to accommodate event uses. The existing surface lot provides parking for patrons of AT&T Park and parking for approximately 500 daytime commuters (primarily those working in nearby commercial buildings). In addition, the lot has provided space for special events, such as Cirque du Soleil circus performances and Cavalia equestrian shows, and associated parking.

Seawall Lot 337 is in a Mission Bay Open Space (MB-OS) Use District and the Mission Rock Height and Bulk District.[7,8] It is also public trust land and covered by special State legislation (Senate Bill [SB] 815, as amended by Assembly Bill (AB) 2797) that allows the Port to lease Seawall Lot 337 for nontrust uses under specified circumstances.[9]

Six acres on the eastern edge of Seawall Lot 337 are designated for port priority use in the San Francisco Bay Area Seaport Plan (Seaport Plan), which was developed jointly by the Bay Conservation and Development Commission (BCDC) and the Metropolitan Transportation Commission (MTC). Under the Seaport Plan, port priority use areas are reserved for port-related and other uses that will not interfere with port-related development, and marine terminals within port priority use areas are reserved for cargo-handling operations. As of January 1, 2017, AB 2797 removed the port priority use designation from Pier 48, the wharf between Pier 48 and Pier 50, and the portions of Seawall Lot 337 previously designated for port priority use.

---

7 Seawall Lot 337 was rezoned to the Mission Bay Open Space Use District in 1991 as part of an earlier Mission Bay Redevelopment Plan that the Board of Supervisors later rescinded without rescinding the rezoning of Seawall Lot 337. With the exception of Parcel P20, the current Mission Bay Redevelopment Plan, adopted in 1998, does not include the project site.

8 As discussed in more detail below, Proposition D, the Mission Rock Affordable Housing, Parks, Jobs, and Historic Preservation Initiative, which was approved by San Francisco voters on November 3, 2015, amended the height and bulk restrictions for the project site by establishing the Mission Rock Height and Bulk District (Planning Code Section 291).

9 Public trust lands are held on behalf of the people of the State for purposes of commerce, navigation, and fisheries. In addition, the Burton Act (stats. 1967, ch. 1333), under which the State of California transferred San Francisco Harbor to the City and its port, imposes statutory trust obligations on the Port. SB 815, approved in 2007, and amended by AB 2797 (stats. 2016, ch. 529) in 2016, authorizes the California State Lands Commission to lift public trust use restrictions from designated Port seawall lots, including Seawall Lot 337, for leases with terms of up to 75 years, or until December 31, 2105, upon making certain findings, as specified in SB 815.

PARCEL P20

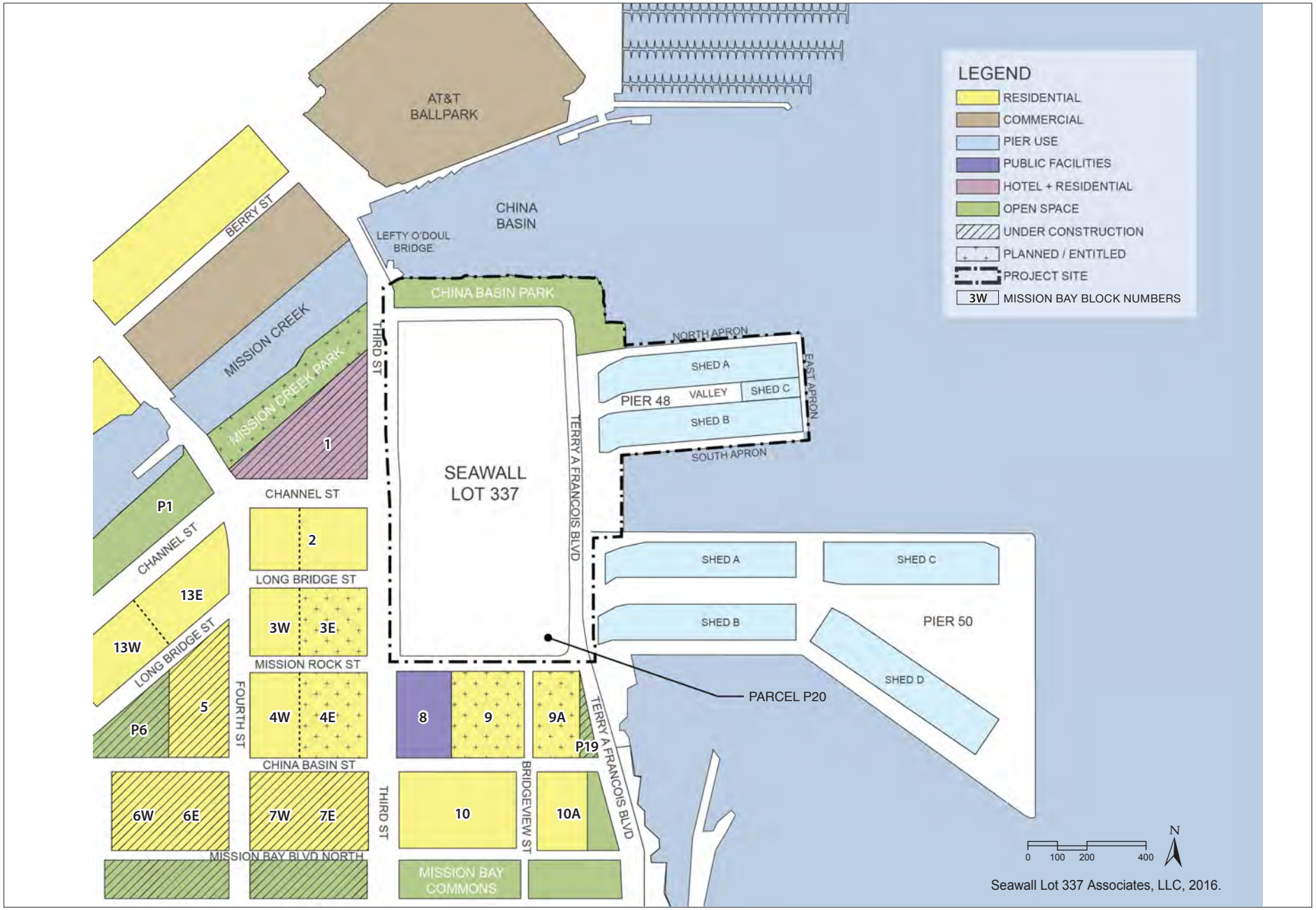
The project site includes a 0.3-acre (14,000 sf), approximately 20-foot-wide, strip of land adjacent to the south side of Seawall Lot 337, along the north side of Mission Rock Street. This area, shown in Figure 2-2 (page 2-8) and referred to as Parcel P20, is within the Mission Bay South Redevelopment Plan area. Parcel P20 is within the MB-OS Use District and the Mission Rock Height and Bulk District. Under the Mission Bay South Redevelopment Plan, the intended use of this parcel was to act as a thin landscape buffer between residential uses to be built on the south side of Mission Rock Street and industrial uses at Seawall Lot 337. No such buffer has been or will be necessary because, since that time, Seawall Lot 337 and Parcel P20 have been used for parking and special-event uses, and they are now proposed for residential, commercial, and open space uses (as discussed in more detail below).

Parcel P20 is subject to the public trust but, unlike Seawall Lot 337, was not covered by SB 815.[10] The Port Commission approved the inclusion of Parcel P20 in the project site, subject to necessary approvals by the Board of Supervisors and the San Francisco Office of Community Investment and Infrastructure, or OCII (successor agency to the former San Francisco Redevelopment Agency), with respect to redevelopment plan and zoning changes and the State Lands Commission and the State Legislature with respect to its use for nontrust uses under SB 815 or similar successor legislation. AB 2797, authorizes OCII and the Board of Supervisors to amend the Mission Bay South Redevelopment Plan to remove Parcel P20 from the Mission Bay South Redevelopment Plan area and redefines the boundaries of Seawall Lot 337 to extend to edge of China Basin Park, as expanded, to the north and realigned Terry A. Francois Boulevard to the east and Mission Rock Street to the south.

PIER 48

Pier 48 is a pile-supported, approximately 261,000 sf (6.0-acre) facility (including the pier structure and aprons). The pier is approximately 369 feet wide (including the northern and southern aprons) and 610 and 640 feet long (including the eastern apron) along its north and south sides, respectively. About 181,200 gsf of Pier 48 consists of enclosed warehouse space that includes two one-story main sheds (Shed A and Shed B) that are connected by a one-story connector shed (Shed C) at the east end of the pier (as shown in Figure 2-3 on page 2-12).

[10] SB 815 suspends application of public trust use restrictions for certain seawall lots, including Seawall Lot 337. AB 2797 authorizes actions necessary to add portions of Parcel P20 to Seawall Lot 337.



Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-3
Project Site and Surrounding Land Uses

The structure was completed in 1929, with the connector shed (Shed C) built in 1938. Because of fire damage, Shed C was reconstructed by the Port in 2002. Pier 48 is the southernmost pier structure within the Port of San Francisco Embarcadero Historic District (Embarcadero Historic District), which is listed in the National Register of Historic Places (National Register). The Embarcadero Historic District encompasses an approximately 3-mile stretch of the city's northeastern waterfront, from Pier 45 in the north to Pier 48 in the south.[11] Pier 48, including the Pier 48 section of the seawall and bulkhead wharf, is identified as a contributory resource to The Embarcadero Historic District but is not individually listed as a historic resource (The Embarcadero Historic District is discussed below). The building façade is of Gothic style, similar to the frontages of other piers along The Embarcadero.

The three connected sheds on Pier 48 are all approximately 40 feet in height. Between Shed A and Shed B is an approximately 33,800 sf uncovered "valley," or open-to-sky space. Currently, Shed A and Shed C are used for parking for AT&T Park events and special events, such as Oktoberfest. When used for parking, Shed A and Shed C jointly accommodate approximately 700 vehicles. Shed B has been leased by the Department of Elections for storing voting machines.

The Pier 48 substructure includes the east apron. The northern and southern aprons are separate wooden structures and independent of the concrete Pier 48 substructure. In addition, a seismic retrofit was recently done to the Pier 48 structure. The eastern apron of Pier 48 is currently part of the premises the Port leases to Cross Link, Inc. (dba Westar Marine Services [Westar]), a barge, water taxi, and tug operator. The southern berth of Pier 48 is occupied by tugs and maintenance facilities for ferry boats. The northern apron is red-tagged,[12] vacant, and not actively used for any purpose. Public access has never been available to the northern (20,300 sf), southern (21,000 sf), or eastern (4,700 sf) aprons because these aprons are in varying states of disrepair or are encumbered by existing maritime industrial uses that are incompatible with unrestricted public access.

Pier 48 is located in a Heavy Industrial (M-2) Use District and the Mission Rock Height and Bulk District. The Seaport Plan designates Pier 48 as a port priority use area and as a future site for neo-bulk cargo shipping and break bulk cargo storage. Table 2-2, below, summarizes the existing square footage breakdown of Pier 48.

[11] The pier numbering convention used by the Port assigns odd numbers to facilities north of the Ferry Building and even numbers to facilities south of the Ferry Building.

[12] Structures that have been red-tagged are severely damaged to the degree that the structure is too dangerous to occupy.

TABLE 2-2. PIER 48 COMPONENTS

	Square Footage (sf)[a]
Shed A	84,600
Shed B	87,000
Shed C	9,600
Total Structures	***181,200***
Valley	33,800
Aprons	46,000
Total Pier 48	***261,000***

Source: Seawall Lot 337 Associates, LLC, 2015

Note:

[a.] Square footages are rounded to the nearest one hundred.

CHINA BASIN PARK

Approximately 2.2 acres of the northern portion of the project site are improved as China Basin Park and perimeter walkways. China Basin Park was constructed following the opening of AT&T Park and was opened to the public in 2001. The park includes a lawn lined with a single row of 26 trees and a paved bicycle/pedestrian pathway. The park features views of the Bay and its surroundings. It contains viewing areas, benches, picnic areas, lighting, a small baseball diamond, a statue of former Giants player Willie McCovey, and historic markers representing the Giants teams from 1958 through 1999. China Basin Park is designated as an Other Public Access and Open Space area in the Port's WLUP and is within an MB-OS Use District and the Mission Rock Height and Bulk District.

EXISTING STREETS AND ACCESS AREAS

The project site includes approximately 3.5 acres of Terry A. Francois Boulevard. This street curves around Seawall Lot 337 from Third Street to the northwest to Mission Rock Street to the southeast. The 1.4-acre Pier 48 and Pier 50 access areas are located directly to the west and south of Pier 48 (see Figure 2-2 on page 2-8). To the south, between Pier 48 and Pier 50 and east of Terry A. Francois Boulevard, is the 0.50-acre marginal wharf (see Figure 2-2). A portion of the marginal wharf is leased on a month-to-month basis to the One Big Man Truck moving company and Westar for parking, truck access, and truck turnaround in the interim period until the proposed project is developed. A portion of the southern end of the marginal wharf is leased by a restaurant, with the rest of the marginal wharf vacant.

Access to the project site is currently provided by Third Street, Mission Rock Street, and Terry A. Francois Boulevard. Bridges located at the Third Street and Fourth Street crossings over Mission Creek provide pedestrian, bicycle, San Francisco Municipal Railway (Muni), and vehicle access from the South of Market area (SOMA) and the Fourth and King Streets Caltrain station to the project site.

D. PROJECT SETTING

The project site is adjacent to the Mission Bay South Redevelopment Plan area, which is characterized by large parcels of land and streets that generally follow a grid pattern. Third Street is the primary arterial street in Mission Bay South, traveling in a north-south direction. The majority of the streets in the Mission Bay area are two-way. Topographic features in the proposed project vicinity are minimal, and grading is generally flat.

Mission Bay is largely built out with medium-density, mixed-use blocks. However, several blocks in the area are currently under development, with the parcels adjacent to the project site in various stages of completion. These adjacent parcels are vacant, serving temporarily as surface parking lots, under construction, or used for construction staging. Figure 2-3, on page 2-12, illustrates the land uses and development status for parcels adjacent to the project site. In addition, several nearby parcels contain newly constructed buildings (completed from the late 1990s to the present) in contemporary architectural styles. Structures that were built during the period when the area was an active rail yard and dominated by port uses (1870s to 1990s) were previously demolished.

Historical structures in the immediate vicinity of the project site are limited to the Pier 50 Office Building, Lefty O'Doul Bridge on Third Street, the former ATSF Car Ferry Slip southeast of the Bay View Boat Club between Piers 52 and 54, Fourth Street/Peter Maloney Bridge, and the former San Francisco Fire Department fire station at the northeast corner of Third Street and China Basin Street, which is now part of the San Francisco Public Safety Building.

China Basin borders the site to the north and San Francisco Bay to the east. AT&T Park is located across China Basin, north of China Basin Park.

TRANSIT

The project site is within the vicinity of numerous public transit routes. The Muni T-Third light rail line operates in the median of Third Street directly adjacent to the project site and connects downtown with the southeastern portion of the city. The nearest T-Third light rail stop is on Third Street at Mission Rock Street, adjacent to the project site. There are also stops between Third Street, Second Street, and King Street. The N-Judah light rail line operates on

The Embarcadero between downtown and the Caltrain station at King and Fourth Streets, with a stop at the ballpark at King between Third and Second Streets. Both the T-Third and the N-Judah Muni lines provide connections to regional transit providers that serve the North Bay, the Peninsula and San Francisco International Airport (SFO), and the East Bay. These regional transit providers include Caltrain (Peninsula and South Bay), Golden Gate Transit (North Bay) and AC Transit (East Bay) buses, Golden Gate Transit (North Bay), the Blue & Gold Fleet (North Bay), the Water Emergency Transportation Authority (WETA) (East Bay and Peninsula) ferries, and Bay Area Rapid Transit (BART). Additional local transit connections in the project site vicinity are provided by Muni coach routes 10-Townsend (to Pacific Heights via downtown), 30-Stockton and 45-Union/Stockton (to the Marina via downtown), and 47-Van Ness (to Fisherman's Wharf via the Civic Center), with express service from the Caltrain station to downtown provided by Muni's 80X, 81X, and 82X motor coach lines.

Direct regional transit access to and from the Peninsula and South Bay is provided by Caltrain, with its terminal station located at King and Fourth Streets, less than half a mile from the project site. In addition, ferries from the city of Larkspur in Marin County transport attendees of AT&T Park ballgames and other special events to and from the ballpark.

A ferry dock is located at the China Basin Ferry Terminal, north of the project site and across China Basin, along the eastern edge of AT&T Park. The main ferry terminal along The Embarcadero (at the Ferry Building, across from the base of Market Street) is located about 13 blocks northeast of the project site.

ADJACENT USES

The project site is surrounded by China Basin and AT&T Park to the north, the Bay to the east, Pier 50 to the south and east, and Mission Bay to the south and west. These areas are described in more detail below.

CHINA BASIN AND MISSION CREEK

China Basin is directly north of China Basin Park where the mouth of Mission Creek meets the Bay. Mission Creek was once a waterway that extended from the Mission neighborhood to the Bay but is now channelized going west from China Basin to approximately Interstate 280 (I-280) and undergrounded west of I-280. Mission Creek Park (being developed as part of the Mission Bay Redevelopment Plan) lines the creek on the north and south and includes open grassy areas, pathways, a small amphitheater, overlook areas, a nonmotorized boat launch, sports courts, and a dog play area.

AT&T PARK

North of the project site, across China Basin, is AT&T Park, home of the San Francisco Giants major league baseball team. Located at 24 Willie Mays Plaza, the ballpark opened in April 2000 and has a seating capacity of 41,503. The regular major league baseball season runs from early April to late September, followed by the postseason in October and early November.

AT&T Park attracts an average of 3.5 million visitors to the neighborhood annually. Visitors attend baseball games or other events and patronize the local restaurants, retail stores, and bars. In addition to two to five preseason games and up to 12 postseason games, there are approximately 81 regular-season home games per year, of which approximately 27 are held during the day (a maximum of 13 mid-week day games) and approximately 54 are held in the evening. AT&T Park hosts approximately 145 nonbaseball-related special events per year, including a limited number of concerts, charity and private events, and other sporting events attended by a total of approximately 170,000 visitors annually. The ballpark, which contains a variety of retail and restaurant uses, is located in an M-2 Use District[13] and a 150-X Height and Bulk District.[14]

PIER 50

Pier 50 is located to the east and south of Seawall Lot 337 and to the south of Pier 48. Mission Rock, originally a rocky island outcropping directly outside the mouth of Mission Bay, was used for a long period as an off-shore grain terminal until the mid-twentieth century when it was destroyed by fire. The current Pier 50 facility was expanded in the 1950s to encompass the actual Mission Rock outcropping. This expansion more than doubled the pier's size, which now exceeds 14 acres and contains four warehouse sheds, Sheds A, B, C, and D (see Figure 2-3 on page 2-12).

Pier 50 is currently an active maritime industrial pier. Ship repair, a past use at Pier 50, has not been performed at the pier since the 1990s. Pier 50 houses the Port's primary maintenance facility (in Shed D), which supports Port maintenance activities along the waterfront. Pier 50's three other warehouse sheds (Sheds A, B, and C) accommodate industrial maritime support, harbor service operations, and parking uses. Pier 50 provides a ready-reserve berthing facility for the U.S. Department of Transportation Marine Administration (MARAD), which provides transport for military troop deployments and national emergencies as part of the National Defense Reserve Fleet. Two MARAD transport ships are currently berthed at the east face of Pier 50. In addition, towing and tug boat services, operated by Westar, are located in Shed C.

[13] Under Proposition B, passed in March 1996, the M-2 zoning designation applies to the ballpark uses but with provisions of Planning Code Section 249.18 incorporated under a conditional use authorization.

[14] A 150-X Height and Bulk District allows height exceptions above the 150-foot base to be approved in accordance with the conditional use procedures.

Westar operations are based out of Pier 50, with storage areas for equipment and vessels at the south apron of Pier 48, as discussed above. There are numerous other smaller interim tenants at Pier 50, which typically use the pier for storage and parking uses. A restaurant is located in an approximately 3,400 gsf building at Pier 50.

MISSION BAY

Mission Bay, which covers approximately 303 acres[15] of land between the Bay and I-280, is a mixed-use, transit-oriented area. This neighborhood is roughly bounded by Townsend Street to the north, Third Street (adjacent to the project site) and Terry A. Francois Boulevard to the east (south of the project site), Mariposa Street to the south, and Seventh Street to the west. Development in this area is controlled through redevelopment plans, design for development documents, and owner participation agreements.[16] Although redevelopment agencies in the state were dissolved by 2011 legislation, under the terms of the dissolution legislation, these land use controls and agreements remain in effect. The Mission Bay North Redevelopment Plan area (Mission Bay North), which extends north to Townsend Street, is separated from the Mission Bay South Redevelopment Plan area (Mission Bay South) by Mission Creek. Mission Bay North is almost fully developed. Mission Bay South, which has several undeveloped blocks, extends from Mission Creek to the north to the Bay to the east and Mariposa Park Street to the south.

The fully entitled, and under construction, development program includes approximately 6,400 housing units, 3.4 million gsf of office/life science/biotechnology space; a University of California San Francisco (UCSF) research campus, containing 3.15 million gsf of building space; a 550-bed UCSF Medical Center (not included in the UCSF research campus); 285,000 gsf of retail space; a 250-room hotel with 350 housing units; 49 acres of public open space; and new public facilities, including a 280,000 gsf public safety building, a 7,500 gsf public library, and a 500-student public school. Upon full implementation of the Mission Bay North and South Redevelopment Plans, more than 11,000 residents and 30,000 permanent jobs will have been added to the Mission Bay area, with full development contemplated within the next 10 years, depending on market conditions.[17]

---

[15] The 0.3-acre Parcel P20 strip of land that is part of the proposed project site and within the Mission Bay South Redevelopment Plan area is included within these 303 acres.

[16] The Board of Supervisors established the Mission Bay North Redevelopment Plan area and South Redevelopment Plan area. Each redevelopment area has redevelopment plans, design for development documents, and owner participation agreements between the redevelopment agency and the original master developer. Related interagency cooperation agreements provide for coordination between City departments and the redevelopment agency in their review of infrastructure development.

[17] Mission Bay Development Group. n.d. *Mission Bay*. Available: http://www.mbaydevelopment.com/#!mission-bay-new/cba2. Accessed: March 24, 2015.

The largest development by a single property owner at Mission Bay is the UCSF research campus and hospital complex. As of February 2015, UCSF had built approximately 398,000 gsf of labs/education space, 407,000 gsf of lab/research space, 155,000 gsf of educational/social/recreational space, 385,000 gsf of research/education space, 763,000 gsf of faculty office/support space, 290 hospital beds, and 430 housing units.[18] In addition, the UCSF campus is anticipated to include a full-size sports field, a permanent child care facility, and neighborhood-serving retail space. Mission Bay is in a Mission Bay Redevelopment Area (MB-RA) Use District and in a MB-RA Height and Bulk District.[19]

E. PROJECT CHARACTERISTICS

The proposed project includes the construction of approximately 2.7 to 2.8 million gsf of mixed-use, multi-phased development on the proposed 11 development blocks (Blocks A through K). As shown in Table 2-4 (page 2-23), the buildings proposed on Seawall Lot 337 could range in height from 90 to 240 feet, depending on the land use. In general, buildings with primarily commercial uses would range in height from 90 feet (7 stories) to 190 feet (13 stories), while buildings with mainly residential uses would range in height from 120 feet (11 stories) to 240 feet (23 stories). The tops of upper buildings (towers) may extend up to 20 feet (40 feet on Block F) vertically above the maximum designated building height. In addition, the project site would include structured above-ground and below-grade parking (totaling approximately 1.1 million gsf) and pedestrian and vehicular streets on Seawall Lot 337. The proposed project also includes the rehabilitation and reuse of the existing Pier 48 structure. In addition, the proposed project would include doubling the size of the existing China Basin Park from 2.2 acres to 4.4 acres, establishing two new parks (Mission Rock Square and Channel Wharf) and open space areas, and providing a promenade along the waterfront, including the new 0.5-acre Channel Wharf area between Piers 48 and 50.

The proposed project would result in a total of approximately 8.0 acres of new and expanded parks, open space areas, and shoreline access areas. The new or expanded areas would include China Basin Park and a waterfront promenade, Mission Rock Square, Channel Lane, and Channel Wharf (see Figure 2-4 on page 2-21). These areas would be connected by a network of pedestrian-oriented public streets. In addition, the new or expanded open spaces onsite would be linked to the Blue Greenway, a City and County of San Francisco (City) project to improve San Francisco's southerly portion of the 500-mile, nine-county, region-wide Bay Trail. The Blue Greenway system will be developed by the City, separate from the proposed project. The

[18] Mission Bay Development Group. n.d. *Current Development Map*. Available: http://www.mbaydevelopment.com/#!mission-bay-new/cba2. Accessed: March 24, 2015.

[19] A MB-RA Height and Bulk District is governed by the Mission Bay North and Mission Bay South Redevelopment Plans, which include a range of heights by block.

proposed project would complete the portions of the Blue Greenway within the boundaries of the project site. It is discussed in more detail below, along with open spaces and parks proposed by the project.

Pier 48, including the Pier 48 section of the seawall and bulkhead wharf, would be rehabilitated consistent with the SOI Rehabilitation Standards and the SOI Guidelines,[20] as discussed in more detail below, and the Port of San Francisco Historic Preservation Review Guidelines for Pier and Bulkhead Wharf Substructures (Port Historic Guidelines).[21] The project sponsor proposes to repurpose the existing pier sheds and valley to accommodate a range of uses, including industrial/production, associated general office and storage, active/retail, restaurant, tour and exhibition space, and event-related uses, and public access with the potential for expanded maritime uses on the aprons and along Channel Wharf.

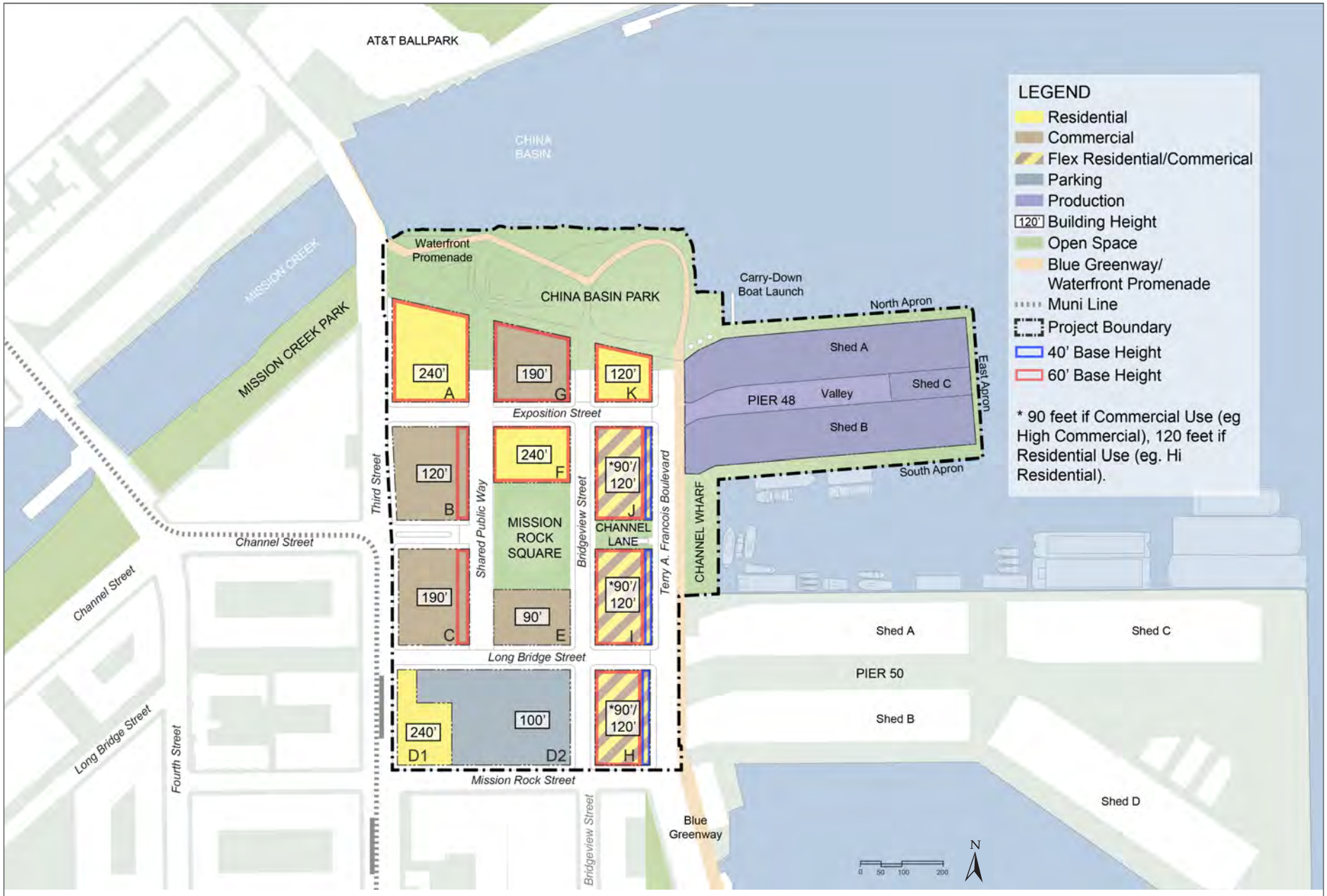
The industrial use tenant would occupy all usable interior shed space and the currently open-to-sky valley space of Pier 48 under a 30-year lease. At proposed project completion, the Pier 48 sheds would include approximately 209,000 gsf of useable space, consisting of the 182,000 gsf industrial use, specifically analyzed as a proposed brewery use; 12,000 gsf restaurant; 1,400 gsf active/retail area; and 14,000 gsf exhibition space/museum. The tenant would also use the Pier 48 valley for loading and storage, and the existing aprons would be repaired as part of the proposed project, for a total of 288,500 gsf[22] at Pier 48.

The following proposed project components are discussed in detail below: Seawall Lot 337 and the proposed flexible development program, open spaces and parks, and Pier 48. The potential range of development for each of these land use components is summarized in Table 2-3 on page 2-22.

[20] The SOI Rehabilitation Standards provide a useful analytical tool for understanding and describing the potential impacts of changes to historic resources, including new construction inside or adjoining historic districts.

[21] Port of San Francisco. Historic Preservation Review Guidelines for Pier and Bulkhead Wharf Substructures. Approved: October 26, 2004.

[22] The increase in square footage compared to existing conditions (261,000 gsf) is due to the construction of a mezzanine in Shed A.



Source: Seawall Lot 337 Associates, LLC, 2016

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-4
Proposed Site Plan and Height Ranges

TABLE 2-3. DEVELOPMENT POTENTIAL

	Range of Development[a]
Seawall Lot 337	
Residential[b]	1.1–1.6 million gsf (1,000–1,600 units)
Commercial/Office	972,200–1.4 million gsf
Active/Retail	241,000–244,800 gsf
Total Development	2.7–2.8 million gsf
Parking Garages[c]	
Parking Structure (Block D2)	837,200 gsf
Parking, Below-Grade Garage (Mission Rock Square)	227,200 gsf
Total Maximum Development at Seawall Lot 337	***3.8–3.9 million gsf[d]***
Open Space/Public Plazas	8.0 acres
Rehabilitation of Pier 48	242,500 gsf

Source: Seawall Lot 337 Associates, LLC, 2015

Notes:

a. Square footages are rounded to the nearest one hundred, with the exception of square footages greater than 1 million, which are rounded to the nearest one hundred thousand.

b. The exact number of dwelling units to be provided by the proposed project has not been established at this time.

c. In addition to the 2,300 spaces in the parking garage on Block D2 and the 700 spaces in the Mission Rock Square below-grade garage, Seawall Lot 337 would include up to 100 spaces located below grade, at grade, or above grade within the proposed buildings (no more than 10 spaces per building). In total, the project sponsor would provide a maximum of 3,100 parking spaces.

d. Regardless of the mix of residential, commercial, and retail space selected, total maximum development would not exceed 3.9 million gsf. See Table 2-5 (page 2-32) for the detailed tabulation of the total.

SEAWALL LOT 337

SITE DESIGN AND LAYOUT

Seawall Lot 337 would be divided into 11 blocks that would be configured in a grid pattern, separated by a system of internal streets. As detailed in Table 2-4 on the following page, and shown in Figure 2-5 (page 2-24), block sizes would vary in size, with Block D as the largest and Block K as the smallest. The block dimensions would align the proposed streets with existing neighboring streets in the adjacent Mission Bay neighborhood. However, the dimensions of blocks would, on average, be approximately one-third to one-half the size of the typical Mission Bay block. The development of blocks is intended to maintain flexibility for many uses (as discussed below), with varying widths to accommodate market needs.

TABLE 2-4. DEVELOPMENT POTENTIAL—BLOCK SUMMARY

	Use[a]	Heights (ft)[b]	Parking (spaces)[c]
Block A	Residential	240	< 10
Block B	Commercial	120	< 10
Block C	Commercial	190	< 10
Block D	Parking/Residential[d]	240	2,300
Block E	Commercial	90	< 10
Block F	Residential	240	<10
Block G	Commercial	190	< 10
Block H	Flexible	90 (commercial)/120 (residential)	< 10
Block I	Flexible	90 (commercial)/120 (residential)	< 10
Block J	Flexible	90 (commercial)/120 (residential)	< 10
Block K	Residential	120	< 10

Source: Seawall Lot 337 Associates, LLC., 2015

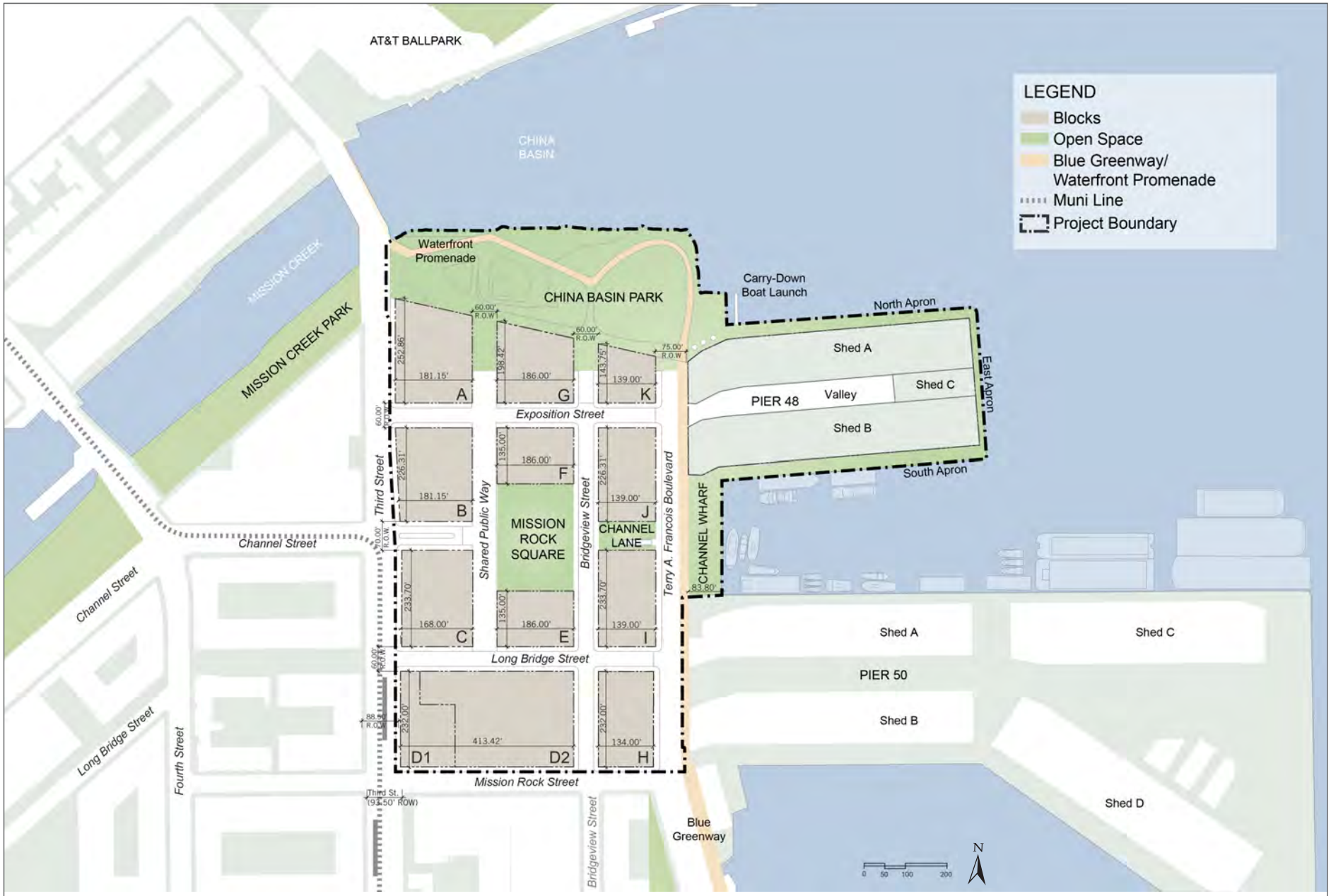
Notes:

a. All blocks would be divided into "zones" that would define permitted uses on the lower floors as active/retail, production, commercial, or residential.

b. The number of stories for each building can be estimated using the assumption that residential buildings average 10 feet per story and commercial buildings average 14 feet per story; and ground-floor heights of about 18 feet. Measurement does not include the nonhabitable area elements of the buildings or wall extensions that would screen rooftop mechanical systems.

c. In addition to the parking structure on Block D2, most other buildings could include small amounts of onsite parking (less than approximately 10 spaces per building). Further, up to 700 additional parking spaces would be included in an below-grade parking garage beneath Mission Rock Square. With these 700 spaces, the parking structure (2,300 spaces), and parking within the proposed buildings (up to 100 spaces), the proposed project would have a maximum of 3,100 parking spaces.

d. Block D would include two separate, but attached, buildings, totaling approximately 1.1 million gsf. A building along Third Street would include approximately 250,000 gsf of residential. The parking structure building on the remainder of Block D, adjacent to Bridgeview Street, would be approximately 837,200 gsf, plus approximately 14,000 gsf of active/retail on the lower floors.



Source: Seawall Lot 337 Associates, LLC, 2016.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-5
Proposed Block Dimensions

The 0.3-acre Mission Bay Redevelopment Plan Parcel P20 would be incorporated into Seawall Lot 337 to allow the proposed new parking structure on Block D and future development on Block H to front directly onto Mission Rock Street.[23] Additionally, incorporating Parcel P20 would allow Bridgeview Street, a proposed interior neighborhood street and bicycle connection, to directly connect with Mission Rock Street. This would increase physical and visual access to the project site from adjacent areas to the south and southwest and would also assist with the dispersal of vehicles from the proposed parking structure on Block D. In addition, the incorporation of Parcel P20 would allow for a bicycle connection through the project site from the Blue Greenway.

Bulk and massing of the proposed buildings would vary by block, land use, and height. Buildings along Third Street would continue the Third Street streetwall, with 65- to 90-foot-high podiums, and buildings along Terry A. Francois Boulevard would step down to 40-foot maximum heights to reduce the height near the water's edge. As shown in Table 2-4 (page 2-23), the buildings proposed on Seawall Lot 337 could range in height from 90 to 240 feet, depending on the land use. In general, buildings with primarily commercial uses would range in height from 90 feet (7 stories) to 190 feet (13 stories), while buildings with mainly residential uses would range in height from 120 feet (11 stories) to 240 feet (23 stories). The tops of upper buildings (towers) may extend up to 20 feet (40 feet on Block F) vertically above the maximum designated building height. These nonhabitable area elements, or wall extensions, would screen rooftop mechanical systems and allow for greater building differentiation and architectural expression.

DESIGN CONTROLS

Design Controls[24] would guide the physical development on the project site. The Draft Design Controls are included as Appendix 2 of this document. The Design Controls (to be approved with the project entitlements) explain the controls and describe to developers, designers, and permitting agencies how the comprehensive design of the project site comes together to achieve the goals of the overall proposed project, expressed in the Vision and Design Intent document. The Design Controls would serve as a guide to the proposed development with respect to bulk, massing, setbacks, and other physical design and use aspects of the proposed project.

---

[23] Because of the realignment of Mission Rock Street, parts of Parcel P20 would remain outside of the project site.

[24] The proposed Mission Rock Design Controls are expected to be made up of two levels of regulation: Standards and Guidelines. Standards are quantifiable, and any deviation from them would require discretionary approval from the appropriate public agency. Guidelines are more qualitative or performance-based and are nonquantifiable.

PROPOSED DEVELOPMENT

As summarized in Table 2-3 (page 2-22), development of the proposed 11 blocks (A through K) on Seawall Lot 337 could total 2.7 to 2.8 million gsf. Total development on Seawall Lot 337, depending on market conditions, would include a mix of approximately 1.1 to 1.6 million gsf of market-rate and affordable residential uses, approximately 972,000 to 1.4 million gsf of commercial uses, and approximately 241,000 to 244,800 gsf of active/retail/production uses. In addition, the project site would include approximately 1.06 million gsf of parking within below-grade and above-ground structured or enclosed parking garages, for a total development area of 3.8 to 3.9 million gsf.

Land uses on the three designated flexible blocks (Blocks H, I, and J) would be dependent on market conditions, as discussed below. Under no land use assumption studied in this Environmental Impact Report (EIR) would both the upper range of residential and the upper range of commercial land uses (1.6 million gsf and 1.4 million gsf, respectively) be developed on Seawall Lot 337. The ultimate development on the site would be within the ranges discussed above but, in total, would not exceed approximately 3.9 million gsf, including enclosed parking areas.

Block D would include an 837,200 gsf parking structure on Block D2 that would accommodate approximately 2,300 parking spaces and an additional 14,000 gsf of ground-floor active/retail. The block could also include 241,000 gsf of residential uses and ground-floor active/retail in a separate, but attached, building (Block D1). A 227,000 gsf parking garage under Mission Rock Square would provide an additional 700 parking spaces at the project site. This parking garage would extend approximately 33 feet below grade. Additional parking could be provided within the proposed buildings (approximately 10 spaces each), for a total of approximately 3,100 parking spaces at the project site.

SEAWALL LOT 337 FLEXIBLE DEVELOPMENT PROGRAM

The project sponsor proposes flexible zoning and land uses on three of the 11 proposed blocks in order to respond to future market demands. Specifically, Blocks H, I, and J on Seawall Lot 337 are proposed to be designated to allow either residential or commercial as the predominant use above the lower-floor active/retail uses. The project sponsor would determine the primary land uses of the three flexible zoning blocks above the lower floor (i.e., residential or commercial) at the time of filing for design approvals for block development proposals. These flexible blocks are analyzed in this document as ranges and land use assumptions (High Commercial or High Residential). Each block could be constructed by a different developer; however, the project would be required to adhere to the designated land use for each block and any governing land use regulations, including the Design Controls.

Three blocks (Blocks A, F, and K) would be designated as primarily residential above the lower-floor active/retail uses, and four blocks (Blocks B, C, E, and G) would be designated as primarily commercial above the lower-floor active/retail/production uses. One block (Block D) would include parking (D2), active/retail, and residential uses (D1), as described above. Active/retail uses would be permitted on the lower floors of any of the commercial, residential, parking, or flexible blocks. Table 2-4, on page 2-23, summarizes the flexible development program by block.

The land uses proposed on Seawall Lot 337 are described below.

RESIDENTIAL USES

The specific residential unit mix has not been determined but could consist roughly of the following: approximately 20 percent micro-units[25] and studios, approximately 40 percent 1-bedroom units, and approximately 40 percent 2-bedroom units.[26]

As discussed above, housing would be provided on Blocks A, D1, F, and K and potentially on flexibly zoned Blocks H, I, and J. The proposed project would include approximately 1,000 to 1,600 new housing units. Assuming a citywide average of 2.35 persons per household, approximately 2,350 to 3,760 residents could live at the project site. In addition, the onsite housing could provide employment opportunities for approximately 30 to 50 people, at the leasing and management offices.

New rental housing built for the proposed project would exceed inclusionary housing requirements set forth in Section 415 of the City's Planning Code. The project sponsor has agreed to restrict 40 percent of the onsite units to inclusionary affordable housing targets. Affordable housing would be provided in a balanced manner throughout the phasing of the proposed project.

COMMERCIAL USES

Commercial land uses include nonretail commercial work spaces such as office, R&D/biotech, lab, institutional, medical, and other similar nonretail uses. As discussed above, commercial uses would be provided on Blocks B, C, E, and G and potentially on the flexible Blocks H, I, and J above the active/retail/production uses on the lower floors. Commercial uses could provide jobs for approximately 3,520 to 5,070 employees.[27]

---

[25] Micro-units are defined by the City of San Francisco as units with approximately 220 gsf of living space.

[26] However, for transportation analysis purposes, it was conservatively assumed that all units for both the High Commercial Assumption and High Residential Assumption would be 2-bedroom units.

[27] Adavant Consulting. 2015. *The Mission Rock (Seawall Lot 337/Pier 48) Project Estimation of Project Travel Demand – Updated Project Definition*. Memorandum. June 30. (See Appendix 4-4 of this document.)

ACTIVE/RETAIL USES

The lower-floor areas of the proposed onsite development on Seawall Lot 337 would contain shops, restaurants, cafes, regional- and neighborhood-serving retail uses, community spaces, and production uses. The lower floors of residential and commercial buildings throughout Seawall Lot 337 and the first floor of the parking structure (Block D2) would, depending on which "zone" applies (see below), be permitted for active/retail, production, commercial, or residential uses, including a total of approximately 241,000 to 244,800 gsf of active/retail/production space. In addition, active/retail uses may be provided in potential rooftop lounges on Blocks A, G, and K and in a limited number of permanent retail kiosks and small stand-alone retail spaces in China Basin Park and Mission Rock Square. The exact locations of active/retail/production development onsite would be determined following approval of the proposed project and based on market conditions. The active/retail uses could provide jobs for approximately 740 to 750 employees.[28]

The ground floors on Seawall Lot 337 would serve pedestrians by providing a center of activity where the buildings meet the streets and open spaces. Figure 2-6, on page 2-29, illustrates the way in which the street frontage would be programmed. The following active/retail/production zones would be provided:

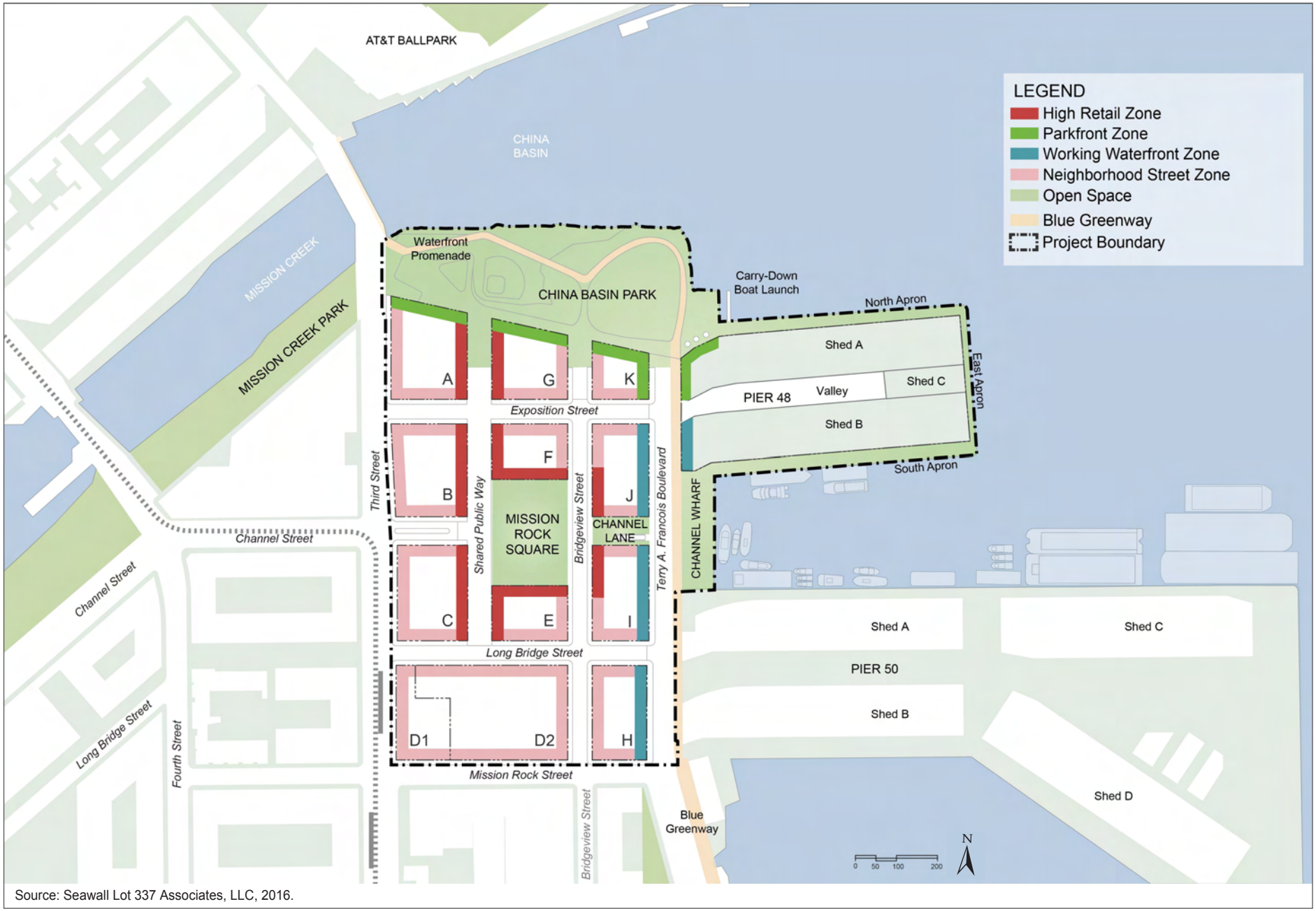
- *High Retail Zone.* The High Retail Zone represents the highest level of intensity for shops, cafes, and active/retail uses at Seawall Lot 337. This zone would be concentrated along the Shared Public Way[29] and Mission Rock Square (portions of Blocks A, B, C, E, F, G, I and J), creating the main focal point of active/retail activity on the project site and activating these public areas. This zone would be designed to accommodate many small shop-fronts, with a few larger stores and restaurants.

  Parkfront Zone. The Parkfront Zone represents a high level of activity and is designed for active/retail uses, cafes, restaurants, and entertainment uses that would front the promenade along the built edge of China Basin Park (portions of Blocks A, G, and K and Pier 48). Uses along this frontage would include locations for outdoor dining and events and provide a backdrop for activities at China Basin Park. These active/retail uses would be designed to anticipate larger crowds of pedestrians due to proximity to AT&T Park and China Basin Park.

---

[28] Adavant Consulting. 2015. *The Mission Rock (Seawall Lot 337/Pier 48) Project Estimation of Project Travel Demand – Updated Project Definition*. Memorandum. June 30. (See Appendix 4-4 of this document.)

[29] The Shared Public Way is a newly adopted street typology in San Francisco that gives priority to the pedestrian over the automobile with use of a single shared paved surface with no curbs or gutters. Automobiles access it from the adjoining streets at a curb cut, similar to a typical driveway. Once in the Shared Public Way, the driver, based on the use of street furniture and planting, is aware that the pedestrian has the right-of-way within this environment.



Source: Seawall Lot 337 Associates, LLC, 2016.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-6
Proposed Active, Retail, and Production Zones on the Project Site

- *Working Waterfront Zone.* The Working Waterfront Zone would support maritime and industrial uses, which would be located near other maritime uses along Terry A. Francois Boulevard, such as the Pier 52 boat launch and Bay View Boat Club. The location of the Working Waterfront Zone would serve to connect the development on Seawall Lot 337 with the production facility at Pier 48. The active/retail uses in this zone would include, but are not limited to, industrial, production, fabrication, manufacturing, and studios for craftspeople and artists. Examples of potential tenants could include craft jewelry makers, print shops, apparel makers, artisan food producers, commercial kitchens, furniture/prototyping manufacturers, urban wineries, and coffee roasters. The Working Waterfront Zone would be located within portions of Blocks H, I, and J and Pier 48.
- *Neighborhood Street Zone.* The Neighborhood Street Zone would include frontages with a lower intensity of adjacent active/retail space and would generally front onto the interior streets and along Third Street (portions of Blocks A through C and E through K and along all Block D frontages). Stoops and steps on residential and commercial buildings could create informal seating and gathering spaces. Uses in this zone would include residential, commercial, active/retail, and production uses.

OTHER LAND USES

In addition to the primary land uses described above, the Draft EIR considers other potential components of the proposed project as "variants." It is currently unknown if these components would ultimately be developed as part of the proposed project. The purpose of evaluating these components in the EIR is to allow for a greater variety of future uses as the project site is built out. The additional components that are evaluated in this document as "variants" include a hotel use, an entertainment venue, a district energy facility, and reconfigured parking. Inclusion of these components at Seawall Lot 337 would not change the site plan or street configuration, Design Controls, or building types. Development of these variants would be limited to blocks with compatible building types, and their inclusion would not increase the overall development intensity on the project site or proposed square footage of an individual building. Any one or all of the variants could be considered for approval in additional to the proposed project. A description of each variant and an analysis of their impacts are included in Chapter 6, *Variants*.

LAND USE ASSUMPTIONS

This Draft EIR analyzes two different land use assumptions at Seawall Lot 337 to capture the full range of possible land uses that could be developed on the project site. Two land use assumptions for Seawall Lot 337 have been identified as High Commercial and High Residential. Both assumptions would include the same building program, except for on Blocks H, I, and J. Therefore, both assumptions include 1.05 million gsf of residential uses on Blocks A,

D1, F, and K; 972,000 gsf of commercial uses on Blocks B, C, E, and G; 177,000 gsf of lower-floor active/retail uses at these blocks; the 837,200 gsf, 10-level parking structure on Block D2;[30] and the 227,000 gsf, three-level parking garage under Mission Rock Square.

As summarized in Table 2-5 (page 2-24) and illustrated in Figure 2-7 (page 2-33), the High Commercial Assumption would include a lower number of residential units (approximately 1.1 million gsf) and a higher number of commercial (approximately 1.4 million gsf) and active/retail (244,800 gsf) spaces. Flexible Blocks H, I, and J would include primarily commercial uses. As shown in Table 2-5 and in Figure 2-8 (page 2-34), the High Residential Assumption would include a higher number of residential units (approximately 1.6 million gsf) and a lower number of commercial (approximately 972,000 gsf) and active/retail (approximately 241,000 gsf) uses. Under the High Residential Assumption, flexible Blocks H, I, and J would include primarily residential uses. Additional information on the High Commercial and High Residential Assumptions is provided below.

HIGH COMMERCIAL ASSUMPTION

The High Commercial Assumption would consist of a mix with fewer residential uses and more commercial uses. This assumption would include residential uses on Blocks A, D1, F, and K, with development of up to 1,000 units across the four designated residential buildings.

Under the High Commercial Assumption, Blocks B, C, E, G, H, I, and J would contain commercial uses, providing a total of approximately 1.4 million gsf of commercial space. In addition, the High Commercial Assumption would include approximately 244,800 gsf of active/retail/production uses in the lower floors that would be spread across each development block and in the lower floors of the parking structure on Block D2. The exact locations of active/retail development on the site would be determined following approval of the proposed project based on market conditions.

The building heights assumed for the High Commercial Assumption are illustrated in Figure 2-7 (page 2-33). As shown, the residential buildings on Blocks A, D1, and F could reach building heights of 240 feet (approximately 23 stories), and Block K could reach a building height of 120 feet (approximately 11 stories). Commercial buildings would range in height from 90 feet (approximately 7 stories) on Blocks E, H, I, and J to 190 feet (approximately 13 stories) on Blocks C and G. The portion of Block D with the parking garage (Block D2) would be

[30] Block D would include two separate, but attached, buildings totaling approximately 1.1 million gsf (Blocks D1 and D2). The building along Third Street (D1) would include approximately 241,000 gsf of residential. The parking structure building on the remainder of Block D (D2), adjacent to Bridgeview Street, would be approximately 837,200 gsf, plus approximately 14,000 gsf of active/retail on the lower floors.

TABLE 2-5. PROPOSED SEAWALL LOT 337 DEVELOPMENT BY ASSUMPTION

	High Commercial Assumption[a]	High Residential Assumption[a]
Residential[b]	1.1 million gsf (1,000 units)	1.6 million gsf (1,600 units)
Commercial	1.4 million gsf	972,200 gsf
Active/Retail/Production	244,800 gsf	241,000 gsf
Total Mixed-Use Square Footage	***2.7 million gsf***	***2.8 million gsf***
Block D2 Parking Structure	837,200 gsf (2,300 spaces)	837,200 gsf (2,300 spaces)
Mission Rock Square Parking Garage	227,200 gsf (700 spaces)	227,200 gsf (700 spaces)
Total gsf	***3.8 million gsf***	***3.9 million gsf***
Use by Block[c]		
Block A	Residential	Residential
Block B	Commercial	Commercial
Block C	Commercial	Commercial
Block D	Parking /Residential	Parking /Residential
Block E	Commercial	Commercial
Block F	Residential	Residential
Block G	Commercial	Commercial
Block H (Flexible)	Commercial	Residential
Block I (Flexible)	Commercial	Residential
Block J (Flexible)	Commercial	Residential
Block K	Residential	Residential

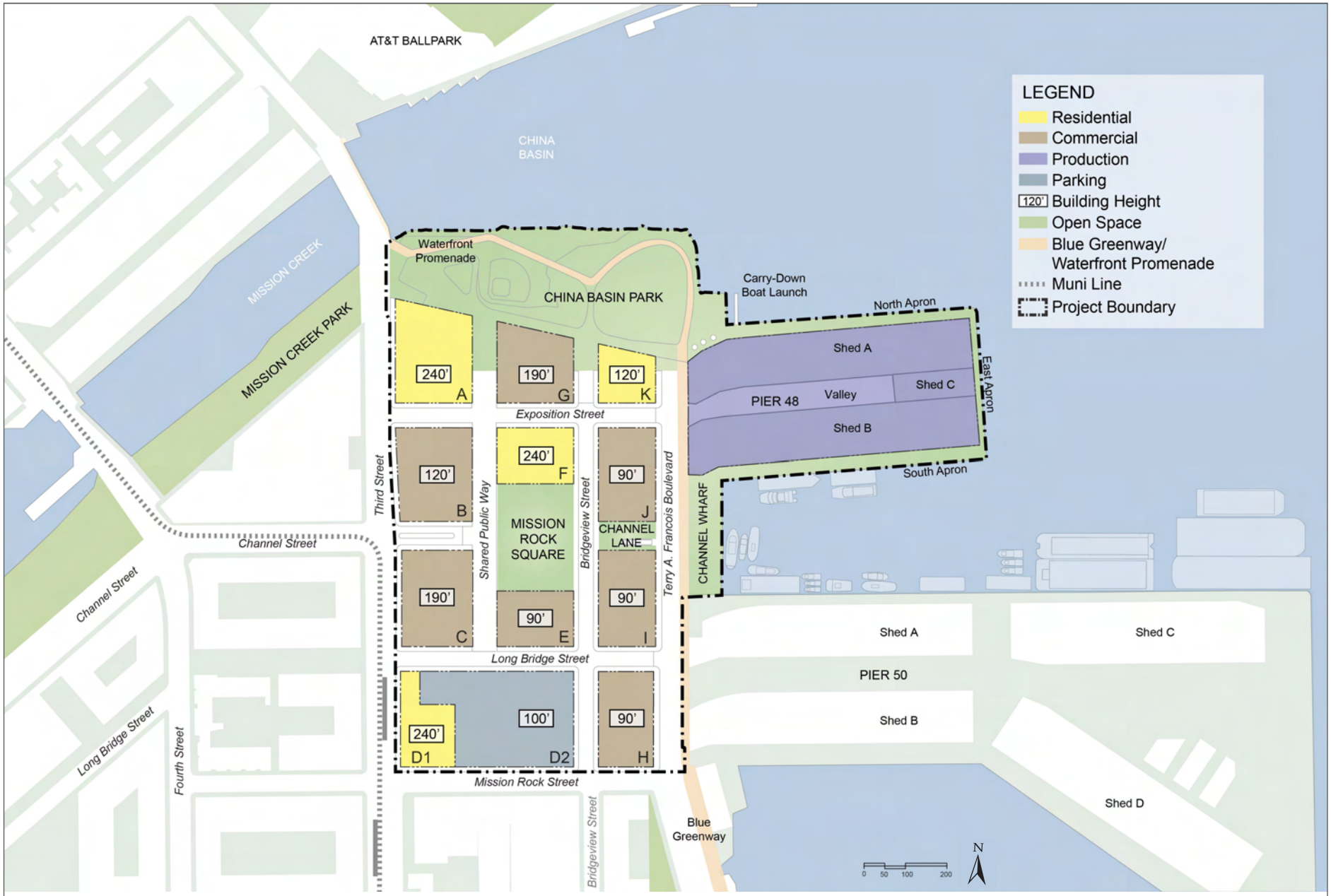
Source: Seawall Lot 337 Associates, LLC, 2015

Notes:

a. Square footages are rounded to the nearest one hundred, with the exception of square footages greater than 1 million, which are rounded to the nearest one hundred thousand.

b. Individual dwelling units could range in size from 220 gsf to 1,400 gsf.

c. All blocks would include ground-floor active/retail/production space.

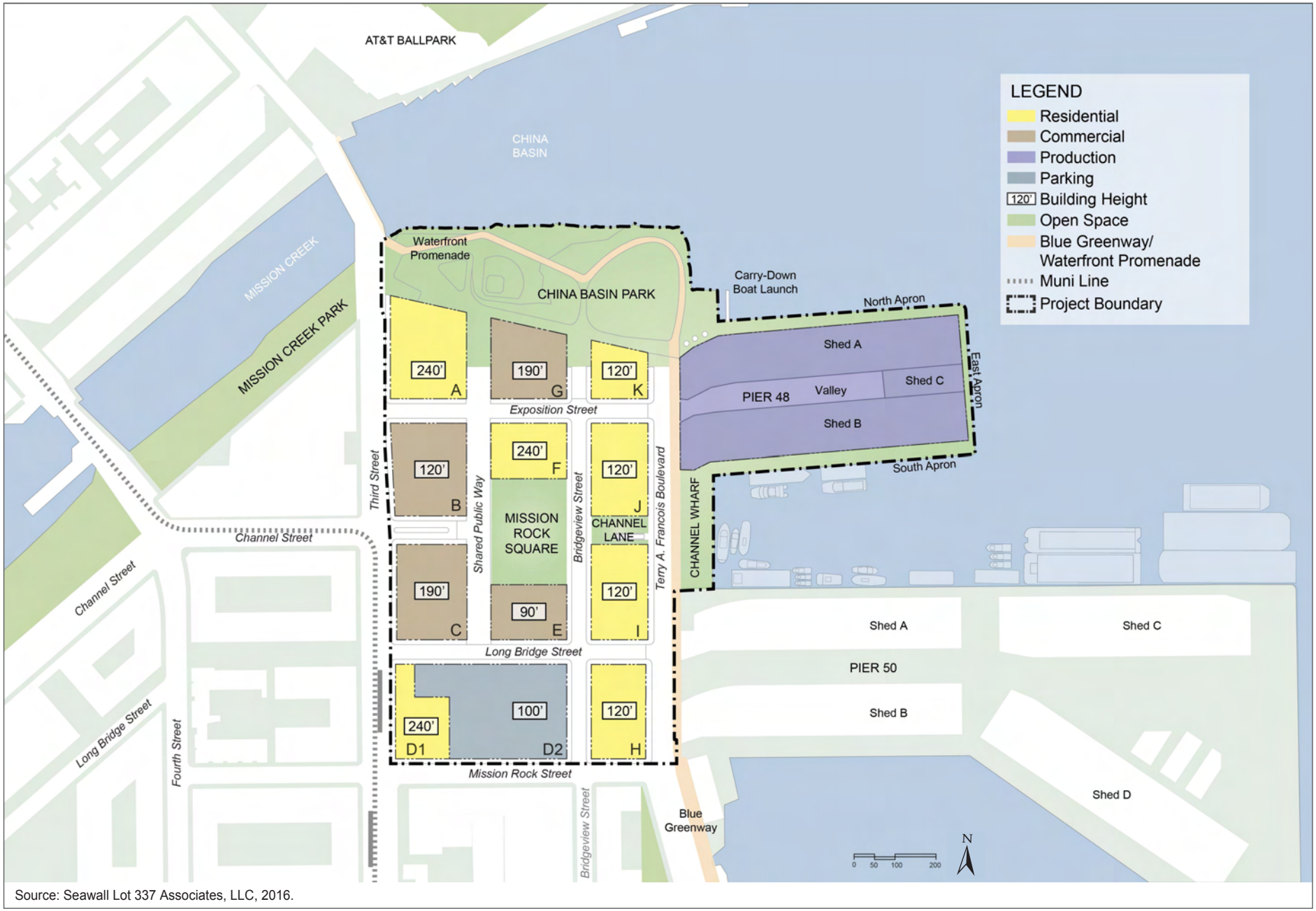


Source: Seawall Lot 337 Associates, LLC, 2016.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-7
Proposed Site Plan Under the High Commercial Land Use Assumption



Source: Seawall Lot 337 Associates, LLC, 2016.

Graphics ... 00336.13 (12-9-2016)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-8
Proposed Site Plan Under the High Residential Land Use Assumption

approximately 100 feet in height. In addition, the tops of upper buildings (towers) may include nonhabitable area elements, or wall extensions, that would extend up to 20 feet (40 feet on Block F) vertically above the maximum designated building height.

HIGH RESIDENTIAL ASSUMPTION

The High Residential Assumption would consist of a mix with more residential uses and fewer commercial uses. This assumption would include residential uses on Blocks A, D1, F, H, I, J, and K, with development of up to 1,600 units (1.6 million gsf) across the seven designated residential buildings. Blocks B, C, E, and G would contain commercial uses, providing a total of approximately 972,000 gsf of commercial space. Approximately 241,000 gsf of active/retail space would be included in the lower floors of all development blocks.

The building heights assumed for the High Residential Assumption are illustrated in Figure 2-8 (page 2-34). As shown, the residential buildings on Blocks A, D1, and F could reach a maximum building height of 240 feet (approximately 23 stories), and Blocks H, I, J, and K could reach a maximum building height of 120 feet (approximately 11 stories). Commercial buildings would range in height from 90 feet (approximately 7 stories) on Block E to 190 feet (about 13 stories) on Blocks C and G. The portion of Block D with the parking garage (Block D2) would be approximately 100 feet in height. In addition, the tops of upper buildings (towers) may include nonhabitable area elements, or wall extensions, that would extend up to 20 feet (40 feet on Block F) vertically above the maximum designated building height.

OPEN SPACES AND PARKS

The proposed project's approximately 8.0 acres of new and expanded open spaces would include China Basin Park, Mission Rock Square, Channel Wharf, Channel Lane, a waterfront promenade, pedestrian paseos, and new public access on the apron of Pier 48. The parks would be connected to a new pedestrian-oriented street network, including the pedestrian-centered Shared Public Way, which would connect China Basin Park to Long Bridge Street. These areas would also provide access to the City's proposed Blue Greenway. Each of the new and expanded open space and park features is described in more detail below. The proposed parks and open spaces are illustrated in Figure 2-9 (page 2-37).

Open space at Seawall Lot 337 would provide a variety of recreational opportunities in parks, plazas, and promenades for the neighborhood. Landscaping and trees at the open spaces and streetscapes would be consistent with the proposed landscape plan and Design Controls as well as any associated mitigation measures adopted as part of the CEQA review and project entitlement process. The street trees and open space trees would also be an element of the Mission Rock master tentative map and installed later with each phased final map and adjacent streetscape and open space improvements.

Trees could be native or climate adapted, ranging in height at maturity from 25 to 60 feet. In particular, it is expected that trees for the majority of the project site would range in height from 30 to 45 feet, while trees at China Basin Park would be approximately 50 to 60 feet in height at full maturity. Trees throughout the project site could include species such as Monterey cypress, New Zealand Christmas tree, red-flowering gum, Chinese elm, strawberry tree, southern live oak, ginkgo, freeman maple, Brisbane box, red oak cultivar, Victorian box, California pepper, cork oak, or melaleuca. Native or climate-appropriate grasses, shrubs, and ground cover would also be planted. Permanent public art pieces would be located in China Basin Park, Mission Rock Square, and Channel Wharf. In addition, stormwater treatment gardens[31] would be integrated within the program and uses of open spaces.

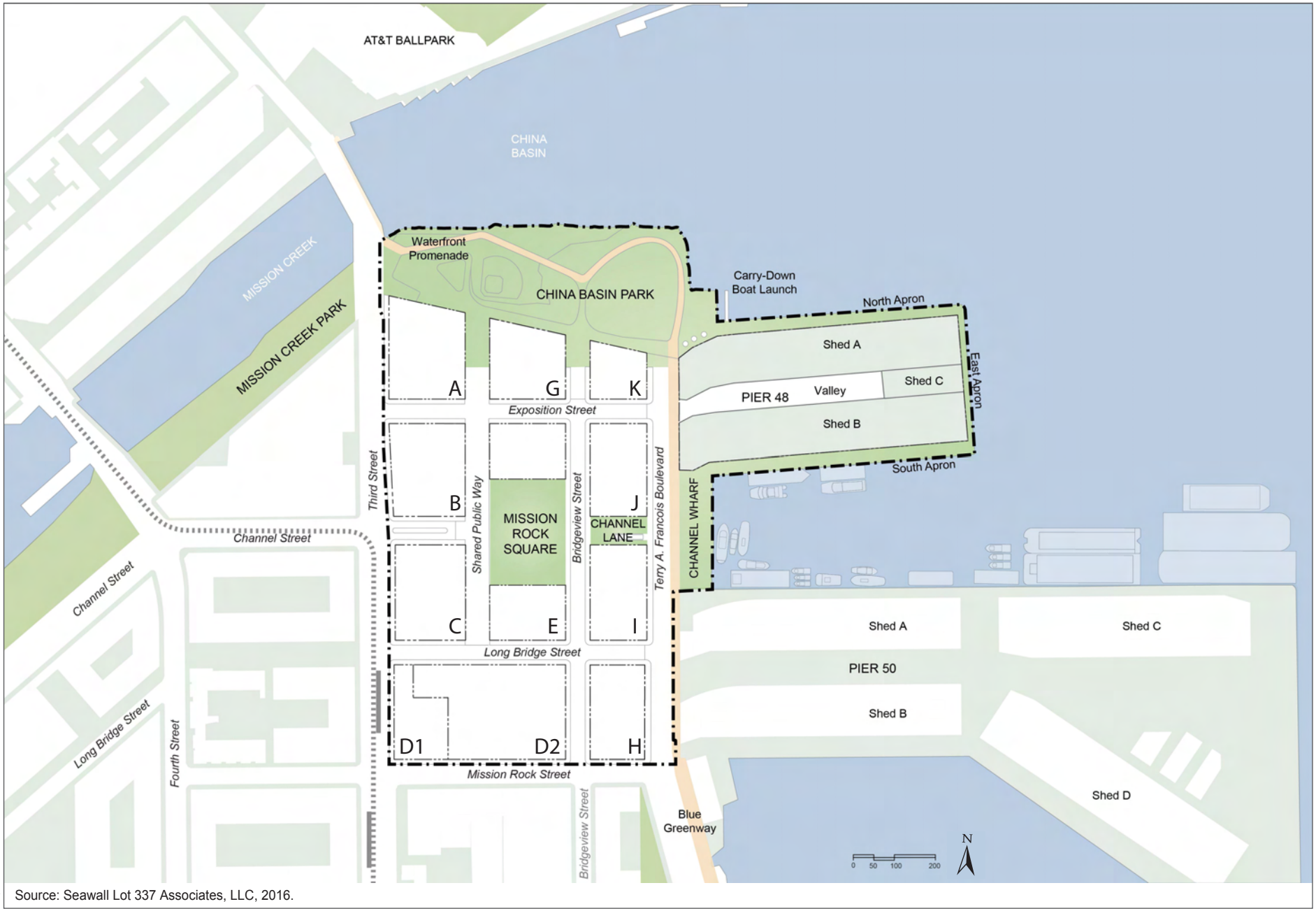
The public parks and open spaces would remain under Port ownership but could be programmed and managed by the project sponsor. The project sponsor would be responsible for the initial tree planting and the installation of associated improvements, such as irrigation, as applicable, as well as initial warranties and maintenance. The project sponsor's obligations related to the initial planting of landscaping and trees and the installation of irrigation would be secured by an improvement agreement, permits, and applicable security, which would include typical warranty provisions to ensure that the initial planting and installation obligations would be met. The design and programming of this open space would be subject to Port approval and BCDC major permit conditions, as applicable.

It is expected that ongoing maintenance of the new and expanded parks and open spaces would be the responsibility of the onsite neighborhood association that would be established with the proposed development once operational. Maintenance would be based on approved maintenance budgets. The proposed project's operating governing documents (e.g., Covenants, Conditions, and Restrictions [CC&Rs]) would ensure that the maintenance of any landscaping would be adequately funded. Furthermore, street trees would be inspected and maintained and, as necessary, replaced consistent with the park management and maintenance agreement. This agreement would include a plan and standards for maintenance and be approved as part of the entitlements for the proposed project. The Mission Rock tenants association would have responsibility for maintenance, and special taxes for maintenance could be levied by a Mello-Roos Community Facilities District (CFD) to provide a certain funding source for the life of the project.[32] Further specifics of the funding and maintenance plan would be specified in the final Mission Rock transactional documents and related project approvals.

---

[31] Stormwater treatment gardens function as soil- and plant-based filtration devices to remove pollutants in runoff through a variety of physical and biological treatment processes.

[32] The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district, or joint powers authority to establish a Mello-Roos CFD, which allows for financing of public improvements and services. The services and improvements that the Mello-Roos CFDs can finance include streets, sewer systems, and other basic infrastructure; police protection; fire protection; ambulance services; schools; parks; libraries; museums; and other cultural facilities.



Source: Seawall Lot 337 Associates, LLC, 2016.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-9
Proposed Open Spaces and Parks

The hours of operation for the proposed parks would be similar to the hours at other parks under Port jurisdiction, which generally open at 5:00 a.m. and close at 12:00 a.m. Special events or assembly uses could occur at the proposed parks on a year-round basis, including small concerts, picnics in the park, Sunday Streets, and other cultural events. The proposed project would not schedule an on-site major special event (i.e., an event not related to a Giants game) with an anticipated attendance of approximately 5,000 persons during the same period of time as a dual Warrior arena and ballpark major event. Table 2-6, page 2-38, summarizes the proposed parks and open spaces.

TABLE 2-6. PROPOSED PARKS AND OPEN SPACES

Open Space	Acreage	Proposed Amenities
China Basin Park	4.4[a]	Lawn open space, special-event/assembly area for about 5,000 people, waterfront café and kiosks, Little League baseball field, picnic area, and promenade
Mission Rock Square	1.1	Multi-use lawn, plaza, café pavilion, and special-event/assembly area for about 2,000 people
Channel Wharf	0.5	Paved, active maritime wharf; views of working vessels; other maritime uses; and public art
Channel Lane	0.2	Pedestrian-only street with special paving and lighting
Pier 48 Aprons/ Waterfront Promenade	1.1	Bicycle/pedestrian pathways, waterfront promenade, and maritime access
Pedestrian Paseos	0.6	Pedestrian-only connections between streets and open spaces, lined with cafes and shops
Total	***7.9***	

Source: Seawall Lot 337 Associates, LLC., 2015

Note:

[a.] Acreage includes the existing 2.2-acre China Basin Park.

CHINA BASIN PARK

The existing 2.2-acre China Basin Park was opened to the public in 2001 in connection with the AT&T Park project. The park is located just south of China Basin (across the channel from AT&T Park). The proposed expansion to 4.4 acres (an expansion of 2.2 acres) would include the existing east-west portion of Terry A. Francois Boulevard and, upon completion, be bounded by China Basin to the north, the Bay to the east, Pier 48 to the southeast, proposed Blocks A, G, and K to the south, and Third Street/Lefty O'Doul Bridge to the northwest. This park would serve to connect the northern waterfront open space network via the Blue Greenway to the existing or planned central waterfront open space networks of Mission

Bay, Pier 70, Hunters Point, and Candlestick Point to the south. In addition, as discussed in more detail below, China Basin Park would serve as a buffer between the Bay and the rest of the project site. Program areas and elevation relationships would be designed to accommodate up to 66 inches of sea-level rise and a 100-year flood event while keeping most of the park accessible during a flood event.

China Basin Park would include a range of activities that would be connected by the Blue Greenway to a waterfront promenade that would offer waterfront access and views. The eastern portion of China Basin Park would include the Great Lawn, which could be a landscaped green space that would slope gently toward the Bay. This space would accommodate light recreational uses and large outdoor gatherings. During festivals, holidays, and celebrations, the Great Lawn could accommodate up to approximately 5,000 people. The northwest corner of the Great Lawn could include a waterfront café with outdoor seating.

The central portion of China Basin Park, across from Block G, could include an active recreation area for children, a family play area, food kiosks, and stormwater treatment gardens. The western portion of the park, adjacent to Third Street, would include a pedestrian plaza that would connect Lefty O'Doul Bridge to Pier 48 and stormwater treatment gardens. An esplanade along the southern portion of China Basin Park would include kiosks and small stand-alone retail spaces. A pedestrian path in the Parkfront Zone, as discussed above, would connect the park to lower-floor active/retail uses on Blocks A, G, and K.

The China Basin Park promenade would be located at the Bay's edge, along the length of the project site extending from Third Street in the west to Terry A. Francois Boulevard in the east, and offer views of the Bay Bridge, Lefty O'Doul Bridge, AT&T Park, the Bay, and the East Bay hills beyond. The promenade could include bayfront habitat gardens, overlooks, boardwalks, and waterfront picnic grounds.

MISSION ROCK SQUARE

The 1.1-acre Mission Rock Square would be located in the center of Seawall Lot 337. Mission Rock Square would be framed by a mix of residential and commercial uses above active/retail uses on the lower floors of the surrounding blocks. Channel Lane would connect Mission Rock Square to the proposed Channel Wharf to promote pedestrian connections to the waterfront. Mission Rock Square would be able to accommodate assembly and special-event uses for up to approximately 2,000 people.

Channel Street extends into the project site, creating a pedestrian connection from Mission Bay to Mission Rock Square, Channel Lane, and the waterfront at Channel Wharf. These connections would offer views of the water and provide access from the adjacent neighborhoods at the project site and Mission Bay to the Bay. The design of Mission Rock Square, Channel Street, and Channel Lane would connect proposed project open space to the existing Mission Creek Park, the Blue Greenway, and the bayfront.

CHANNEL WHARF AND CHANNEL LANE

A new open space at Channel Wharf would be constructed in the location of the current marginal wharf between Piers 48 and 50, east of Terry A. Francois Boulevard. Channel Wharf would be a 0.5-acre paved plaza with public art, seating, and a drop-off area leading to the recreational uses at the project site. It would offer direct public access to the bayfront and serve as an access point to the Bay for industrial activities occurring at Pier 48, the Pier 48 marginal wharf, and at Pier 50.

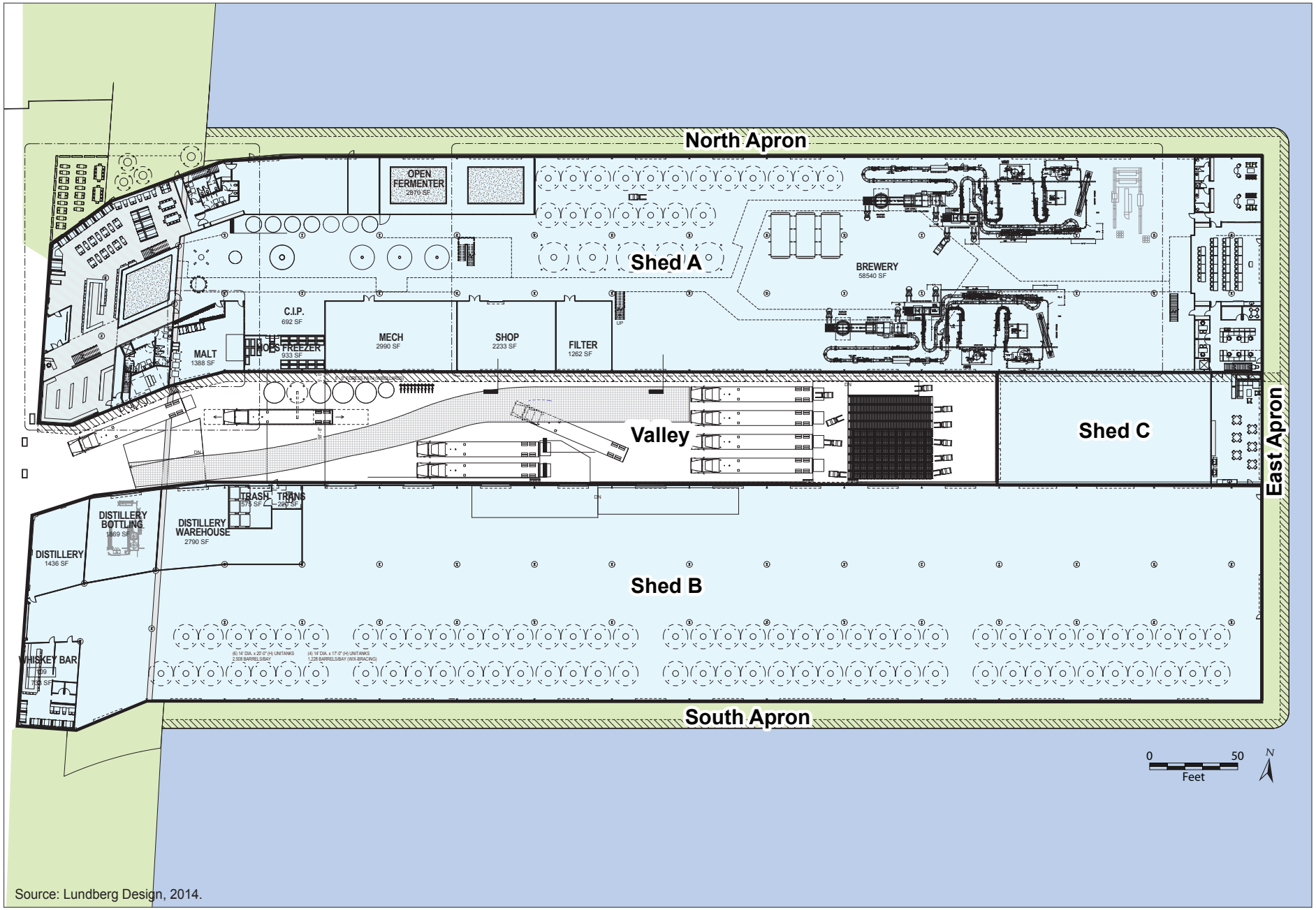
Channel Lane, approximately 0.2 acre, would link Mission Rock Square to the Bay edge. Gathering spaces would be provided on either side of a ramp that would serve as egress/ingress for the Mission Rock Square parking garage. Except for the ramp to the parking garage, Channel Lane would not be accessible to vehicles and could include features such as overhead lighting, special paving, and shade-tolerant plant species and trees.

PIER 48 APRONS/WATERFRONT PROMENADE

The existing Pier 48 aprons, totaling 1.1 acres in size, require reconstruction for seismic and safety reasons. A waterfront promenade would be constructed on the aprons, which would be improved for public access, the waterfront promenade and maritime operations. The northern apron of Pier 48 would be prioritized for public access and accessible for maritime uses, and the eastern and southern aprons would be prioritized for maritime uses and open to the public, where there are no safety conflicts among uses and the configuration of the aprons can accommodate it. The northern apron would connect to the publicly accessible Blue Greenway.[33] The northern apron could also include boat mooring capabilities for potential water taxis or excursion vessels. Publicly accessible picnicking and beer garden space would connect Pier 48 to China Basin Park's waterfront promenade.

A personal watercraft floating dock, or carry-down boat launch, would be located at the northwest portion of Pier 48, along the northern apron, as part of the Blue Greenway system. The boat launch would be designated for public access to launch human-powered watercraft (such as kayaks) into the Bay. This location is sheltered from wave action and located close to Terry A. Francois Boulevard, which would include time-limited parking spaces for watercraft drop-off. Components of the boat launch would float and would not require the installation of piles.

[33] As discussed above, the Blue Greenway is a City-sponsored project dedicated to planning and creating a public open space and water access network in southeastern San Francisco, from Mission Creek to the southern San Francisco county line. The Project open space system, in particular China Basin Park, Channel Street, and the northern apron of Pier 48, would be designed and constructed with the intent of furthering the City's vision of reconnecting people to the water through water-oriented design and programming.



Source: Lundberg Design, 2014.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-10
Proposed Pier 48 Ground-Floor Site Plan

PIER 48

The project sponsor proposes to repurpose the existing Pier 48 sheds and valley to accommodate a range of uses, including industrial/manufacturing, associated general office and storage, retail, restaurant, tour and exhibition space, and event-related uses. In addition, the proposed project would be designed to accommodate maritime operations on the aprons and public access onto Channel Wharf. The proposed industrial use would occupy all usable interior shed space and the valley space of Pier 48.

The Pier 48 sheds and bulkhead wharf would be rehabilitated consistent with the SOI Rehabilitation Standards, the SOI Guidelines, and the Port Historic Guidelines, as described in further detail below. At proposed project completion, the Pier 48 sheds would include approximately 209,000 gsf of useable space, consisting of the 182,000 gsf industrial use, 12,000 gsf restaurant, 1,400 gsf active/retail area, and 14,000 gsf exhibition space/museum. The tenant would also use the Pier 48 valley for loading and storage. As summarized in Table 2-7, below, alterations to the interior of the Pier 48 sheds and the aprons could result in a change in Pier 48 square footages compared with existing conditions. The building site plans are depicted in Figures 2-10 and 2-11 (pages 2-43 and 2-52).

TABLE 2-7. COMPARISON OF EXISTING AND PROPOSED PIER 48 BUILDING AREA

	Existing (sf)[a]	Proposed (sf)[a]	Net Change
Shed A – Ground Floor	84,600	83,600	-1,000[b]
Shed A – Mezzanine	--	28,500	+28,500
Shed B[c]	87,000	87,000	--
Shed C[c]	9,600	9,600	--
Total Structures	**181,200**	**208,700**	**+27,500**
Valley	33,800	33,800	--
Aprons	46,000	46,000	--
Total Pier 48	***261,000***	***288,500***	***+27,500***

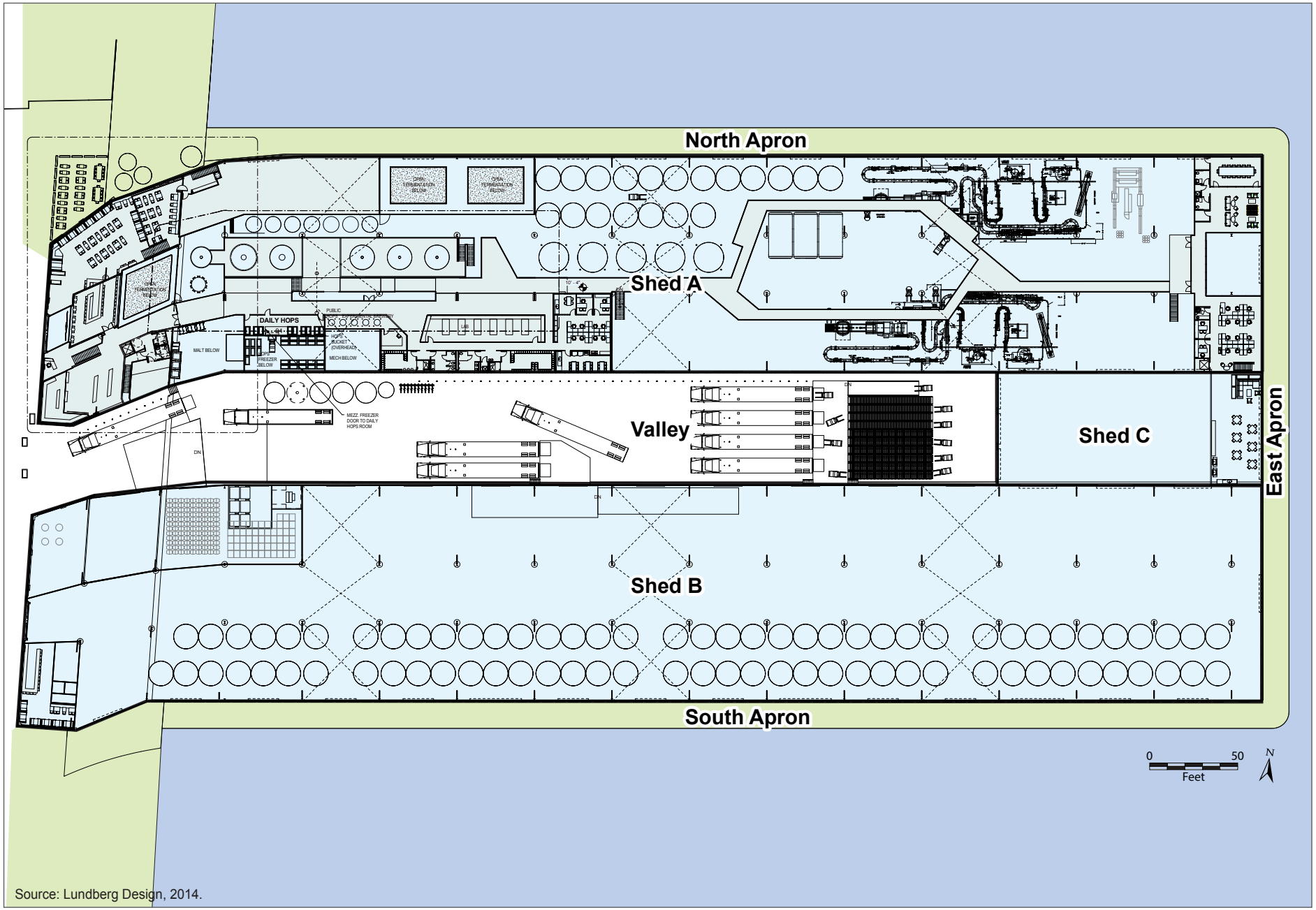
Source: Lundberg Design, 2015

Notes:

a. Square footages are rounded to the nearest one hundred.

b. The reduction in 1,000 gsf at Shed A is due to the creation of infill glass walls at each of the north warehouse rollup doors, which are set back from the original line of the building. While the proposed project would not structurally alter Shed A, this would reduce the calculated enclosed area of the building.

c. Sheds B and C would only include a ground floor; no mezzanine would be constructed.



Source: Lundberg Design, 2014.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-11
Proposed Pier 48 Mezzanine-Level Site Plan (Shed A Only)

PIER 48 SEISMIC UPGRADE AND STRUCTURAL REHABILITATION

As described above, the Pier 48 substructure includes the east apron. The northern and southern aprons are separate wooden structures and independent of the concrete Pier 48 substructure. The entire northern apron (approximately 640 feet long) and the east end of the southern apron (approximately 370 feet long) are currently unsafe and in need of repair.

Seismic upgrades, which would occur over an approximately 16-month period, are necessary in order to support the proposed uses at Pier 48. The scope of the seismic upgrade consists of replacing 675 existing piles with 106 new piles, as described below. The 106 new piles would be located below a new, heavily reinforced concrete apron. The modified portion of the aprons would be approximately 12 feet wide, 6 feet deep, and 40 feet long and located on both the north and south perimeter of Pier 48, replacing portions of the exterior pier deck at those locations.

Along with demolition of the existing perimeter deck, approximately 675 existing 24-inch-round creosote-treated wood piles would be extracted with a vibratory extractor to make way for the new piles. The new piles would include both precast concrete and cylindrical steel-cased piles. Approximately 62 precast concrete piles would be installed. These are anticipated to be 30 feet in length and either 18 or 24 inches square. Their installation would require approximately 100 blows per pile, with three or four piles installed per day.

Approximately 44 steel-cased, concrete-filled piles would also be installed. These are anticipated to be approximately 120 feet in length and either 4 or 6 feet in diameter. The piles would not require pile driving because the steel casings would be installed with a vibratory hammer. After the casings are installed, each pile would be drilled to remove soil; the soil would be replaced with reinforced concrete. On average, one or two piles would be installed per day. Construction activities (including installation of both concrete and cylindrical steel-cased piles) at Pier 48 would occur over the course of approximately 16 months.

The pier deck would be removed first by saw cutting the slab and breaking it up, then catching it with netting or on platforms below. Any piles that either break during removal or refuse to be extracted would be cut off below the mudline. A project-specific debris management plan would be developed among the marine contractor, general contractor, and development team. The interior piles, which support Pier 48, would not be replaced. The interior pier structure is reported to be in good condition for use; it was seismically upgraded in the past 10 to 15 years.

On portions of the two aprons that would be used to berth vessels (the eastern and southern aprons), fenders and mooring systems may be installed. Other portions of the pier that are used for public access (northern apron) may require the installation of guard rails, benches, and lighting. The project sponsor proposes changes to the pier structure and shed buildings in compliance with all applicable regulations; however, the specific modifications and improvements would be contingent upon the final intended use of the facilities and subject to appropriate regulatory approvals.

INDUSTRIAL USE

The proposed industrial use, specifically analyzed as a proposed brewery use, would construct production facilities for brewing, distilling, packaging, storing, and shipping product, in addition to establishing a brewing-related museum and a restaurant. Public tours of the brewing facilities would be offered, and an educational facility related to the brewery could be created at Pier 48. The approximate breakdown of square footage for the proposed operations at Pier 48 are shown in Table 2-8, below.

TABLE 2-8. PROPOSED USES AT PIER 48 AT FULL BUILDOUT

	Square Footage (gsf)[a,b]
Brewery/Distillery	181,700[b]
Restaurant	11,900
Retail	1,400
Exhibition/Museum	13,700
Total Building	**208,700**
Valley	33,800[c]
Aprons	46,000
Total Pier 48	***288,500***[d]
Net Increase in sf	***27,500***

Source: Lundberg Design, 2015

Notes:

a. Square footages are rounded to the nearest one hundred.

b. Square footages include enclosed spaces within Sheds A, B, and C and the proposed mezzanine within Shed A.

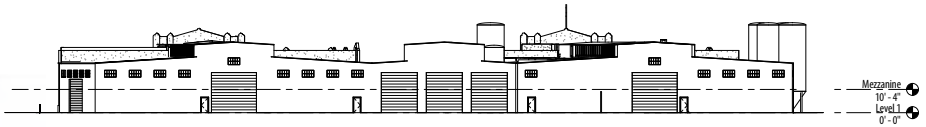
c. Although the valley is included within the existing square footage for Pier 48, under the proposed project, this area would not be permanently enclosed and is not considered useable interior space. Therefore, it is excluded from square footage calculations for the building.

d. Includes building square footage and not building envelopes.

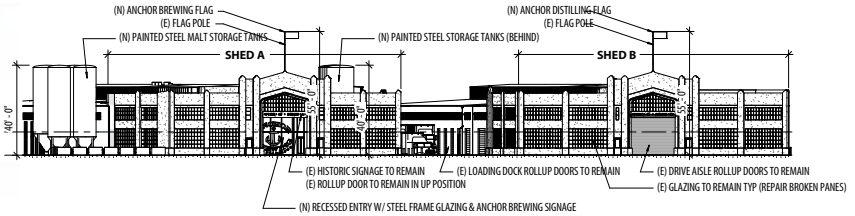
BUILDING MODIFICATIONS AND OPERATIONS

No exterior expansion of the historic Pier 48 shed structures would occur. Exterior modifications would be limited to refurbishing windows; installing door systems, storefront windows within existing roll-up door openings, and the potential new window openings (in nonhistoric portions [Shed C] of Pier 48); and refurbishing certain areas of the roof. The proposed project would include the installation of a light-weight temporary canopy over a portion of the open-to-sky valley area, minor loading area modifications, and installation of removable grain and yeast silos, up to 50 feet tall, within the valley (approximately six) and to the north of Shed A at the north apron (approximately four). The building elevations are shown in Figures 2-12 and 2-13, pages 2-46 and 2-47.

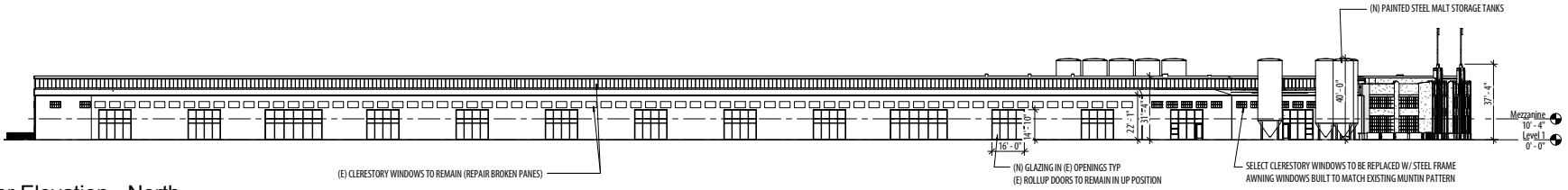
Entry View From Street



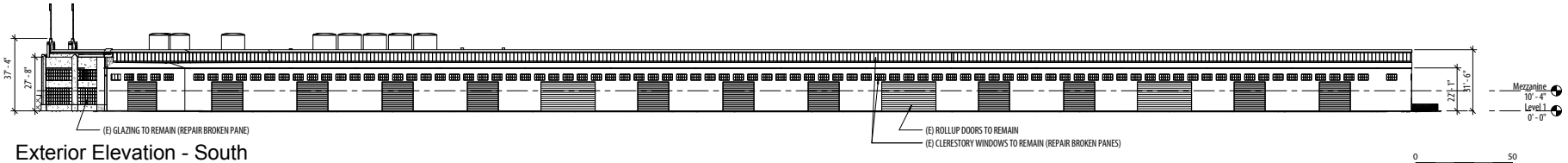
Exterior Elevation - East



Exterior Elevation - West



Exterior Elevation - North



Exterior Elevation - South

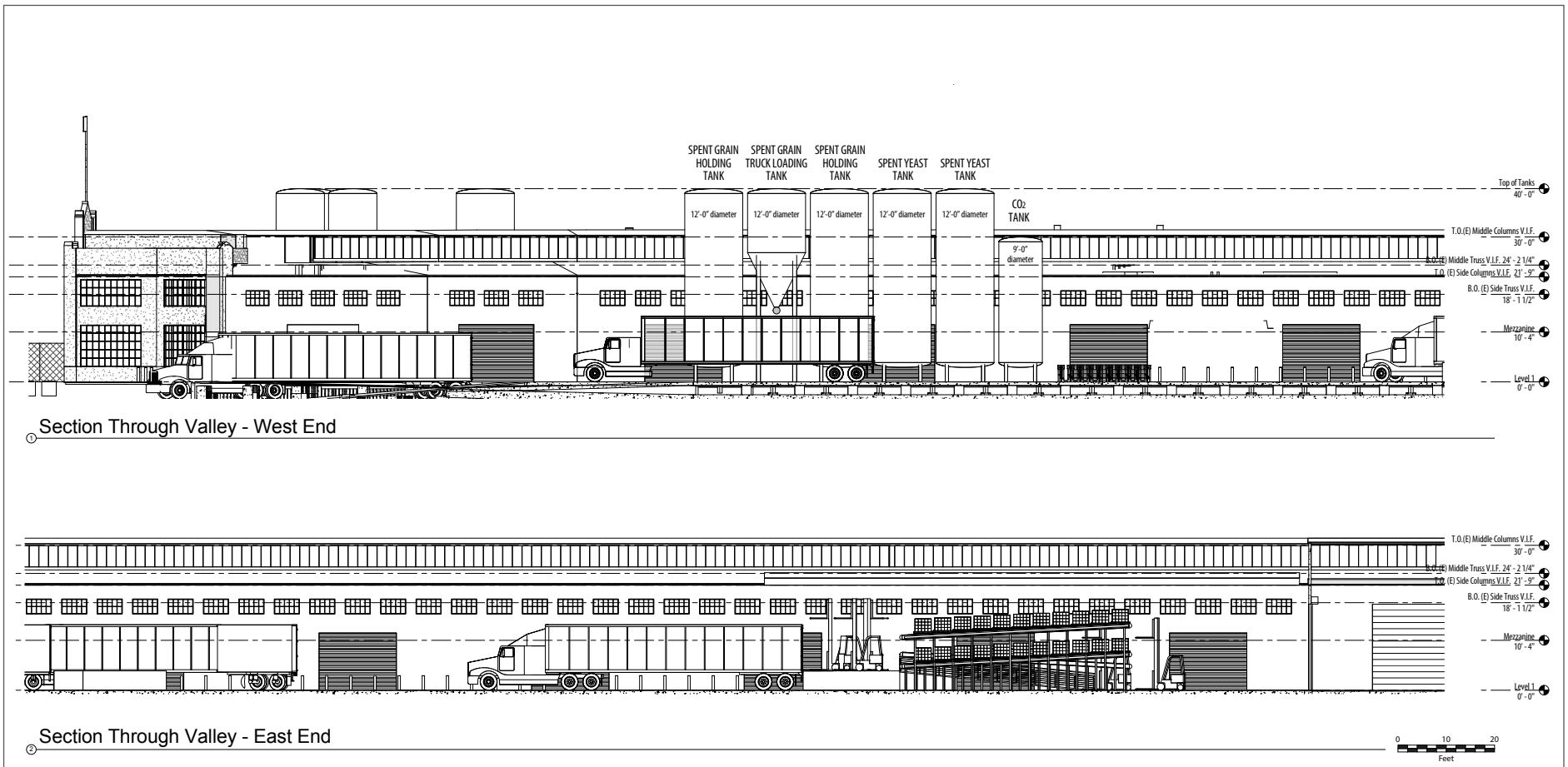
0 50
Feet

Source: Lundberg Design, 2014.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-12
Proposed Pier 48 Shed Elevations



Source: Lundberg Design, 2014.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-13
Proposed Pier 48 Valley Elevations

Entry signage on the building façade would be recessed to preserve the historic integrity of the sheds. Changes to the roof would be limited but may include penetrations to accommodate new flues, vents, and potentially the installation of south-facing photovoltaic cells. The valley would be lower than the midpoint of the sloping roof and would not be visible above the Pier 48 roofline. However, the spent-grain tanks that would be located in the valley would extend beyond the roof lines and would be visible. An outdoor beer garden would be located to the north and west of Shed A in an appropriately enclosed open-air area.

The main interior modification to Pier 48 would include the construction of a mezzanine in Shed A that would "float" and not be attached to the historic concrete shed walls. The mezzanine would provide approximately 28,500 gsf of space for a taproom, restaurant, museum, brewhouses, labs, lunch rooms, lockers, offices, circulation areas, mechanical equipment, conference rooms, lounges, stairs, and bathrooms. A catwalk structure would be installed within the interior of Shed A for circulation associated with beer production and public tours of the facility.

Other interior shed modifications would include refurbishing the floors, completing various structural repairs, and addressing potential hazardous materials issues,[34] as required. Partition walls would be constructed within the sheds to separate retail and brewing facilities from storage and office/support areas. These would be designed to maintain sightlines and the historic open two-story volume and feel or experience of the enclosed shed space.

The rehabilitation and reuse of Pier 48 would be consistent with the SOI Rehabilitation Standards and the SOI Guidelines. The SOI Rehabilitation Standards are a series of standards regarding the maintenance, repair, and replacement of historic materials as well as the design of any additions or alterations. The companion guidelines offer general design and technical recommendations to assist in applying the SOI Rehabilitation Standards to a specific property. Together, the SOI Rehabilitation Standards and the SOI Guidelines provide a framework and guidance for decision-making regarding work or changes to a historic property.

The Port Historic Guidelines define how the SOI Rehabilitation Standards and the SOI Guidelines should be interpreted and applied to historic resources within The Embarcadero Historic District, thereby ensuring responsible management and stewardship. The Port Historic Guidelines focus on pier and bulkhead wharf substructures and help define the parameters for the repair, maintenance, or alteration of the pile foundations, substructures, and the decks of

[34] Because of the age of Pier 48, hazardous building materials could be present, including asbestos, polychlorinated biphenyls (PCBs), lead-based paint, and mercury. Modifications to the Pier 48 structure could upset these materials. Testing, removal, and disposal of these hazardous materials would be subject to various federal, state, and local regulations related to proper handling and disposal of hazardous materials. The proposed project would be required to comply with these regulations to limit public exposure to such hazardous materials. Refer to Section 4.N, *Hazardous Materials*, for further discussion.

piers and bulkhead wharfs upon which pier sheds, bulkhead buildings, and other waterfront structures sit. Section 4.D, *Cultural Resources*, discusses how the proposed project would comply with the SOI Rehabilitation Standards, SOI Guidelines, and Port Historic Guidelines.

The brewery and distillery operations, including warehouse packaging, would be located within Sheds A, B, and C, encompassing approximately 288,500 gsf, including the Shed A mezzanine and aprons. Operations associated with the facility would also occur in the 33,800 gsf open valley. The new brewery would have primary truck loading access within the valley. Pier 48 would also include retail (including a spirits bar), exhibition facility, and meeting room uses in the bulkhead portion of Shed B. All exterior and interior modifications described for Shed B, above, would occur in Phase 2 of construction, described below under "Construction."

At full buildout, the facility would operate 7 days per week and employ approximately 200 people. There would be three shifts at the brewery per weekday, with approximately 75 total employees onsite per day. On weekends, there would be three shifts per day, with approximately 30 total employees onsite per day. Staffing levels for the restaurant and visitor center are unknown at this time but are not expected to exceed 50 employees. It is anticipated that the proposed facilities at Pier 48 would attract approximately 500 visitors per day, on average, with additional visitors on game days. Self-guided tours would not be permitted. No visitor or employee parking is proposed at Pier 48 at full buildout; however, visitors and employees could park in the dedicated parking areas on Seawall Lot 337.

PIER 48 ACCESS AND DELIVERIES

Deliveries to and pick-ups from the production facility would occur by truck. Approximately 14 truck deliveries (50,000 pounds per load) would be made per day, seven days per week. In addition, approximately 20 to 25 hopper trucks, which are used to transport loose bulk commodities, per week would be needed for delivery to the site. This EIR assumes that a maximum of 18 truck deliveries per day would be required. In addition to deliveries, 12 to 20 trucks per day would haul finished goods. Therefore, operation of the industrial use would result in up to 38 daily trips (14 truck deliveries + (25 maximum weekly hopper trucks / 7 days) + 20 maximum export trips).

Truck loading and unloading activities would occur primarily in the Pier 48 valley area. Delivery trucks would use approximately 10 feet of the north end of Terry A. Francois Boulevard to back into the valley area (truck turnaround in the valley would not be possible because of its configuration). In total, truck deliveries and exports could result in up to 13,680 truck trips per year, for an average of 38 truck deliveries and exports per day. It is currently assumed that truck deliveries would occur 7 days per week, 24 hours per day. Of this total, the loading of finished goods for intermodal transit to the East Coast or international destinations could amount to approximately 1,500 containers (trucks) per year. The unloading of empty glass bottles or aluminum cans could amount to 1,000 (trucks) containers per year.

SHORELINE PROTECTION/SEA-LEVEL RISE

The Port has identified areas in its jurisdiction along the San Francisco Bay waterfront, including the project site, that would be subject to inundation during a 100-year event, assuming sea-level rise ranging from 11 to 24 inches by 2050 and 36 to 66 inches by 2100.[35] The Mission Bay neighborhood, sited on filled saltwater marsh, is one low-laying area that may be vulnerable in extreme flood events, which are predicted to be approximately 55 inches higher than current levels by 2100. Proposed measures to prevent inundation of Seawall Lot 337 during a 100-year flood under projected 2100 sea-level rise would be incorporated into the design of the proposed project. As an adaptation measure to address sea-level rise, construction for these buildings and open space uses would include elevating building pads, streets, and sidewalks, and landscape areas within the streetscape on pile-supported structures. Nonstructured park areas, representing a minority of the project site, would be raised through the placement of appropriate fill material, either over the existing grade or on top of geofoam placed on the existing grade to provide an appropriate exposure cap. The new grade would slope upward from the shoreline and pier/wharf areas to allow 66 inches of sea-level rise. To accommodate the projected sea-level rise, most proposed finished floors of the development would be set at a minimum grading height of 14.8 to 15.8 feet NAVD88 to protect against the worst-case 2100 sea-level rise projection of 15.25 feet NAVD88 and, therefore, would be above flood level with 66 inches of flooding plus a 100-year storm surge.

China Basin Park would serve as a buffer between the Bay and the rest of the project site. Under the cited 2100 scenario, China Basin Park would not be inundated, except in extreme flood events.[36] Program areas and elevation relationships would be designed to accommodate the 100-year flood event while keeping much of the park accessible. Grade changes at China Basin Park would be accomplished through a combination of tactics, including paths that would not exceed a maximum 5 percent slope. Structures and kiosks that would be permanently located within the park would be sited in areas of higher elevation and would open directly out onto the park at grade. The parking garage under Mission Rock Square would be protected by a berm or flood gate.

---

[35] National Research Council. 2012. *Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*. Washington, DC: The National Academies Press. Available: http://www.nap.edu/catalog.php?record_id=13389. Accessed: November 28, 2015.

[36] BKF Engineers, Surveyors, Planners. 2016. *Draft Mission Rock Infrastructure Plan*. September 20.

PROPOSED PARKING AND CIRCULATION

VEHICULAR, BICYCLE, AND PEDESTRIAN ACCESS AND CIRCULATION

The project site would be accessible by all modes of transportation from Third Street, Mission Rock Street, and the reconfigured Terry A. Francois Boulevard. Third Street and Mission Rock Street are outside the boundary of the project site but would include minor improvements, as described in detail below, to accommodate the increase in onsite activity. In addition, new interior multi-modal neighborhood streets would be established throughout the project site. None of the new streets would include on-street parking.

The proposed street network would connect to the surrounding Mission Bay streets and introduce additional streets to further break the blocks into walkable distances. The streets would be part of the public realm, designed to emphasize varied and safe bicycle and pedestrian access, and integrated with active ground-floor uses across the project site. All streets within the project site would be designed to comply with the intent of San Francisco's Better Streets Plan [37] standards and guidelines. The proposed project would include neighborhood streets and shared streets, as described below. The proposed street network is illustrated in Figure 2-14, on page 2-52. Additional discussion and details about the proposed parking and circulation plan are provided in Section 4.E, *Transportation*.

NEIGHBORHOOD STREETS

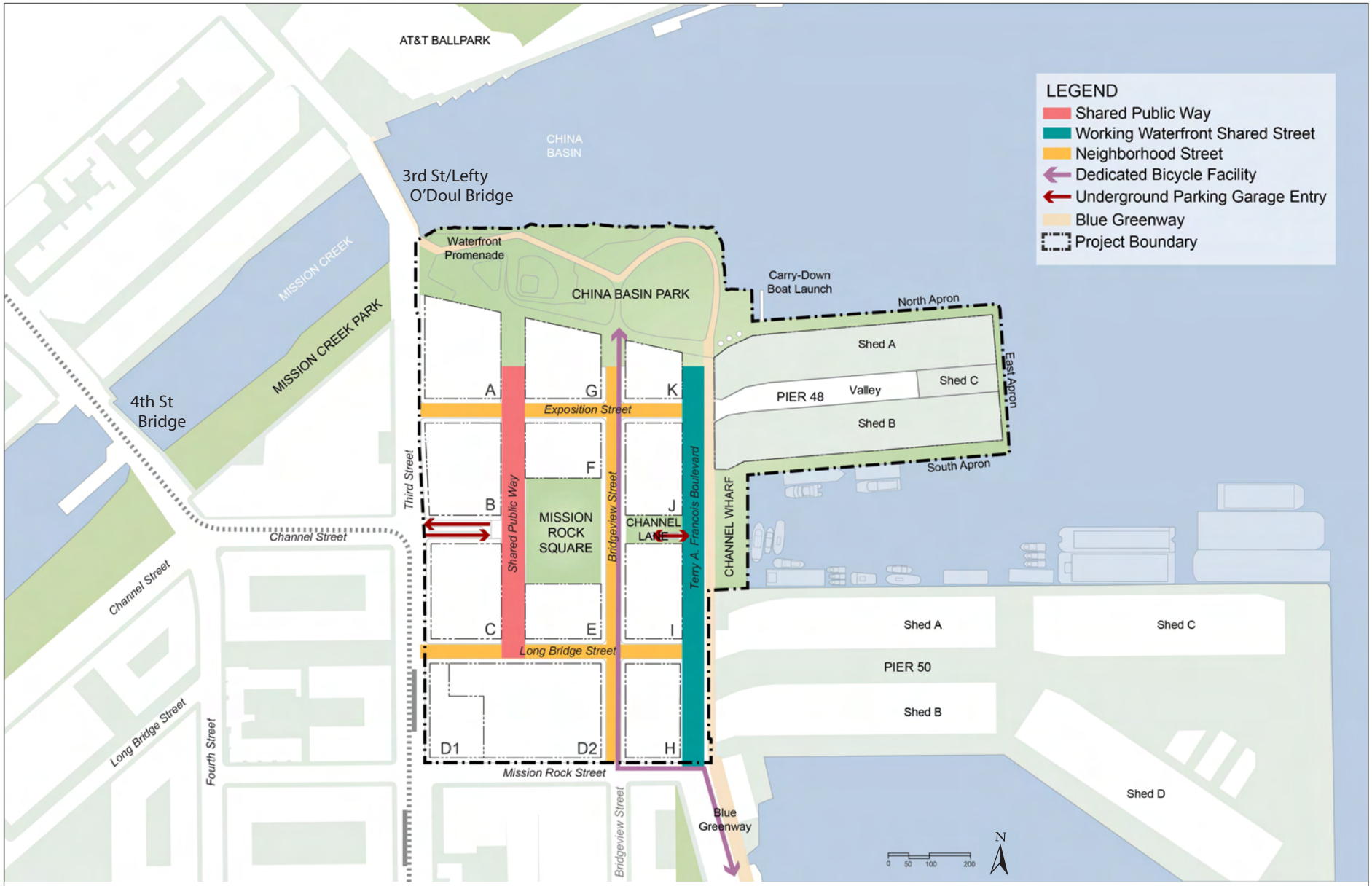
The proposed new interior neighborhood streets are Exposition Street and Long Bridge Street, each in an east-west alignment, and Bridgeview Street, in a north-south alignment. These streets would provide primary vehicular connections to and from neighboring streets. All proposed neighborhood streets would be designed as slow-traffic areas,[38] with a 10.5- to 11-foot-wide travel lane in each direction on all streets and a minimum of 12-foot-wide sidewalks on both sides of the streets. In addition, most streets would include loading areas as shown in Figure 2-15.

On Bridgeview Street, either an 8-foot-wide (plus an additional 5 feet for buffer and mountable curb) two-way Class I Cycle Track would be provided on one side of the street or 6-foot-wide Class II Bike Lanes would be provided on both sides of the street, one in each direction. On Exposition Street, a 5-foot-wide Class II Bike Lane would be provided on one side of the street, going from Terry A. Francois Boulevard to Third Street.

---

[37] City of San Francisco, Planning Department. 2010. *Better Streets Plan*. Available: http://www.sf-planning.org/ftp/BetterStreets/proposals.htm. Accessed: July 31, 2013. December.

[38] "Slow-traffic areas" or "slow-traffic streets" would limit vehicular traffic speeds by installing traffic-calming devices such as curb extensions/bulb-outs.



Source: Seawall Lot 337 Associates, LLC, 2016.

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-14
Proposed Street Network

The widths of the proposed sidewalks would reduce street crossing distances, compared to widths on a typical street. On Exposition Street, bulb-outs would be installed as a traffic-calming measure and as areas for stormwater treatment gardens. Raised crossings at the intersection of Exposition Street/Long Bridge Street and the Shared Public Way would increase pedestrian visibility and slow traffic. Street rooms[39] could be included on the sidewalks as social areas that include plantings, fixed and moveable furnishing, and kiosks.

SHARED STREETS

Shared streets are characterized by a design that prioritizes pedestrian access over vehicular circulation. At the project site, the Shared Public Way and Terry A. Francois Boulevard would be designed as shared streets. These streets would provide pedestrian access, circulation, and use and complement the ground-floor activities of surrounding buildings. The Shared Public Way would conform to the applicable street typology, as defined in the San Francisco Better Streets Plan and characterized as a street without curbs and affording minimal one-way vehicular access for drop-off and loading. Terry A. Francois Boulevard would conform to the working waterfront and shared streets typology, with manufacturing activities that would encourage bicycle and pedestrian access to the waterfront.

The proposed new interior Shared Public Way would be located one block east of Third Street, extending from Long Bridge Street to the south to just beyond Exposition Street to the north. This Shared Public Way, which would prioritize pedestrians over bicycles and automobiles, would consist of a 60-foot-wide paved surface with no curbs (but possibly gutters). The prioritized pedestrian right-of-way would be delineated through the placement of street furniture and landscaping and designed per applicable codes and accessibility guidance. The Shared Public Way would make it possible for adjoining active/retail or restaurants to utilize the street sidewalks for outdoor seating, active/retail space, and street rooms, including flexible seating, small newsstands, kiosks, outdoor dining areas, and areas for small readings or concerts with stackable seating. Vehicular access would be limited primarily to deliveries or drop-offs/pick-ups associated with businesses on the street and emergency vehicles. When games or other major events are scheduled at the ballpark, the Shared Public Way would be closed to vehicles, with the exception of emergency vehicles.

Terry A. Francois Boulevard would be a working waterfront street that would support active maritime, industrial, and production uses at the waterfront. This shared street would connect the Blue Greenway to China Basin Park, the Bay Trail, and The Embarcadero, thereby contributing to uninterrupted public Bay access along San Francisco's eastern waterfront. Terry A. Francois Boulevard would include a 24-foot-wide area for social spaces and loading zones

[39] Street rooms are intimate social spaces within the streetscapes that are characterized by their small scale and special materials.

adjacent to Blocks H, I, J, and K; a 12-foot-wide pedestrian circulation with a minimum 6-foot-wide pedestrian throughway; a 26-foot-wide shared zone; and the Blue Greenway (with a minimum width of 16 feet) adjacent to the Bay and Piers 48 and 50.

CHANNEL STREET AND CHANNEL LANE

Traffic on Channel Street currently travels in an east-west direction and terminates where Channel Street bisects Third Street, just west of Seawall Lot 337. Under the project, Channel Street would link Third Street to the Shared Public Way for bicycles and pedestrians and provide vehicle access to the Mission Rock Square parking garage. One 11-foot-wide travel lane would be provided in each direction, with sidewalks. Channel Lane, east of Mission Rock Square, would include an exit ramp from the underground garage to Terry A. Francois Boulevard. Channel Lane would also include a pedestrian connection on either side of the exit ramp from the garage for people traveling between Mission Rock Square and Channel Wharf. The Channel Lane exit ramp from the underground garage to Terry A. Francois Boulevard would be closed at all times, except during Giants games and major AT&T Park events. As such, vehicular traffic from the underground garage would not exit onto Terry A. Francois Boulevard via the Channel Lane exit ramp during weekday a.m. or p.m. peak hours under nonevent conditions. The purpose of the exit ramp is to allow nonevent parkers to exit during event periods when other access points are being used for event parkers. A portion of both Channel Street and Channel Lane would include a ramp that would descend from Third Street and Terry A. Francois Boulevard, respectively, under the Shared Public Way and Bridgeview Street for access to the underground parking garage below Mission Rock Square at the center of the project site.

THIRD STREET

As part of the proposed project, the east side of Third Street between Channel Street and Lefty O'Doul Bridge would be improved with new sidewalks, curbs, and gutters. Along this segment of Third Street, the street may be restriped to allow for two 11-foot-wide travel lanes in each direction as well as a new southbound left-turn lane at Exposition Street. A 12-foot wide sidewalk would be provided on the eastern side of the street, from China Bain Park to Mission Rock Street.

Improvements to the western side of Third Street (as described in more detail in Section 4.E, *Transportation*) are planned and would be provided as part of implementation of the Mission Bay Redevelopment Plan. Therefore, these are not included under the proposed project.

MISSION ROCK STREET

Mission Rock Street, which forms the southern boundary of the project site, was reconfigured and realigned in 2014 as part of the Mission Bay Redevelopment Plan. The reconfiguration allows for multi-modal traffic to serve Piers 48 and 50, the adjoining Mission Bay neighborhood, and the recently completed San Francisco Public Safety Building[40] to the south. West of 3rd Street, Mission Rock Street now includes two westbound lanes and one eastbound lane. East of 3rd Street, Mission Rock Street has two eastbound lanes and one westbound lane. Under the proposed project, the eastern portion of Mission Rock Street between Bridgeview Street and Terry A. Francois Boulevard would include a dedicated bicycle facility in order to connect the project site with the Blue Greenway system.

No on-street parking is provided as part of this reconfiguration, and parking would be removed from the north side of Mission Rock Street between Bridgeview Street and Terry A. Francois Boulevard to accommodate the proposed cycle track. Under the proposed project, the proposed parking garage on Block D2 would be located on the north side of Mission Rock Street and have ingress/egress that would be coordinated with the requirements of the Public Safety Building, as discussed in more detail below. The Transportation Plan that would be prepared as part of the proposed project would include a program to coordinate parking and traffic at and around the project site. In particular, the program would focus on AT&T Park events and other events in the area. During these events, many vehicles would be anticipated to enter and exit the parking garage around the same time. The Transportation Plan is discussed in further detail in Section 4.E, *Transportation*.

VEHICULAR PARKING

Approximately 3,100 parking spaces for automobiles would be included at the project site to replace approximately 2,870 existing surface parking spaces at Seawall Lot 337 and parking spaces on Pier 48, and to provide project parking. Under the proposed project, parking would continue to be provided for existing ballpark and commuter users as well as project site users. Parking would be provided in the following locations: up to 2,300 spaces in an 837,200 gsf, 10-level (100-foot) above-ground parking structure on Block D2; up to 700 spaces within the three-level, 227,000 gsf Mission Rock Square below-grade parking garage; and small amounts of parking (up to 10 spaces) below grade, at grade, or above grade within each of the other 10 development blocks, providing a total of up to 100 spaces. Parking could also be included on Pier 48 as a phased interim use but only until completion of the proposed Pier 48 rehabilitation and improvements. Vehicles would enter the Mission Rock Square Garage from either Third Street or Terry A. Francois Boulevard. Vehicles would enter the parking structure on Block D2

[40] The Public Safety Building includes San Francisco Police Department headquarters and a fire station for the San Francisco Fire Department.

from Long Bridge Street, Bridgeview Street, or Mission Rock Street. Each block would be permitted one driveway to off-street loading or parking (maximum 10 off-street spaces as mentioned above) on its Exposition or Long Bridge Street frontages. Driveway widths and locations are limited through standards specified in the Design Controls.

Project parking would be unbundled (i.e., people who live and work at the project site could choose whether or not to enter into separate, optional parking leases). All parking for onsite commercial and residential tenants would require a separate rental payment.

The precise allocation of parking spaces will be determined over time, based on demand, but parking spaces would generally be allocated to residential and office uses at approximately the following ratios:

- One space per 2,500 square feet of office uses, or
- One space per two residential units.

Unreserved parking would be generally available to project retail and restaurant customers, guests of project residents and businesses, and the public. No specific parking ratio would apply for retail and restaurant uses. All parking spaces would be offered at an additional cost to residential and commercial/office tenants. Once the ratios stated above have been met, the cost would increase. Parking rates may be increased in response to demand, including demand from games and other events at AT&T Park.

Parking in the garages would be managed and priced, through additional or increased parking rates, to discourage garage use by project tenants during the period before and during major AT&T Park events such that an aggregate of approximately 2,000 parking spaces would be available for patrons of AT&T Park during games and other large ballpark events. The proposed onsite parking is summarized in Figure 2-15 (page 2-57) and Table 2-9 below.

TABLE 2-9. PROPOSED PARKING

Location	Number of Parking Spaces
Block D2 Parking Structure	2,300
Mission Rock Square Garage	700
In-Building Parking[a]	100
Total Parking	***3,100***

Source: Seawall Lot 337 Associates, LLC., 2015

Notes:

[a.] All development blocks could include small amounts of parking (up to 10 spaces each).

Notes:

Loading zones not drawn to scale

All blocks can accommodate driveways to off-street loading bays on Exposition and Long Bridge streets, if needed.

- ADA-Accessible Passenger Loading
- Commercial Delivery Zone
- Time-Limited Commercial Delivery Zone (Accessible Loading All Other Times)
- Accessible Sidewalk
- Curbless Street
- Other Major Accessible Areas
- Driveway to Off-Street Loading
- Existing Traffic Signal
- Planned Traffic Signal
- Keep Clear Zone

Source: Seawall Lot 337 Associates, LLC, 2016.

Graphics ... 00336.13 (4-18-2017)

Figure 2-15
Loading and Commercial Delivery Zone Location and Dimensions

BLOCK D2 PARKING GARAGE

The parking garage at Block D2 would provide parking for the proposed onsite commercial, residential, and active/retail development as well as other public and transit-based parking.[41] It would also accommodate the existing demand for parking from AT&T Park patrons during ballgames and other AT&T Park events. The garage building would be 10 stories (100 feet), with an average of approximately 230 parking spaces per floor.

During normal operations, inbound and outbound access to and from the garage would be provided from both the west end and east end of Mission Rock Street (two driveways each with ingress and egress), Bridgeview Street (two driveways), and Long Bridge Street (two driveways). However, on days with Giants games or special events, the parking ingress/egress would be altered. The westernmost driveway on Mission Rock Street and the southernmost driveway on Bridgeview Street to the Block D2 garage would be closed prior to Giants games. Under post-game conditions, the westernmost driveway on Mission Rock Street and the northernmost driveway on Bridgeview Street to the Block D2 garage would be closed. The ingress/egress operations along Long Bridge Street would not change for games or events. At all times, a "keep clear" zone would be located in front of the ingress and egress area of the Public Safety Building, in accordance with SFFD requirements. Before AT&T Park games/events, Mission Rock Street would operate eastbound only and afterwards westbound only. After games traffic would be directed westbound on Mission Rock Street and turn either north or south on Third Street.

MISSION ROCK SQUARE PARKING GARAGE

Parking would also be provided in a parking garage under Mission Rock Square and the adjacent streets. This garage would be accessible at two locations for egress and ingress from a ramp. One location would be from the west, descending from Third Street toward the east, under the Shared Public Way and Mission Rock Square. The other location would be from the east, descending from Terry A. Francois Boulevard toward the west, under Bridgeview Street and Mission Rock Square. The single outbound lane to the Terry A. Francois Boulevard/Channel Lane intersection would be closed at all times, except during a Giants game or major event at AT&T Park. By restricting parking to permit holders only, attendees at Giants games or major AT&T Park events would not park in the underground garage. The parking garage would include three levels of below-grade parking for approximately 700 vehicles and would be excavated to a depth of approximately 33 feet.

[41] Transit-based parking provides parking for patrons of transit options, such as Muni and Caltrain, in the area, similar to a Park-n-Ride. On nongame days, commuters could use these parking areas.

OTHER PARKING

The parking on the other development blocks would be limited to no more than 10 spaces below grade, at grade, or above grade within the first few floors of each building. However, the location of parking would not change the building footprints, height parameters, or the total number of proposed parking spaces for the entire project site (3,100 total spaces). The up to 10 parking spaces on the other development blocks would not be used by residents, office workers, or the public. They are intended to be used for building operations (e.g., building managers, contractors, and other building/tenant service providers). These spaces also may be allocated for retailers located in that development block for their operations.

Street parking would not be available on the project site. Loading zones would be provided on Exposition Street, Long Bridge Street, and Terry A. Francois Boulevard. Loading zones are shown in Figure 2-15, on page 2-57.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The proposed project includes a Transportation Demand Management Program (TDM Program) that provides a strategy to manage the transportation demands created by the project. Monitoring and other applicable requirements for the TDM Program are specified in Section 4.G, *Air Quality*, in Mitigation Measure M-AQ-2.3.

Key strategies in the TDM Program would include the following measures:

- Transit Strategies
  - Real-time Transit Information and Marketing Screens – Install and maintain state-of-the-art transit information displays in building lobbies
  - Transit Subsidies – Provide Clipper Card pre-loaded with $50 cash value to all residents upon move in, and require that business tenants offer employees the same
- Bicycle Strategies
  - Onsite Bike Share – Establish a high-visibility space for a Bay Area Bike Share dock
  - Bike Share Memberships – Provide annual memberships for all residents
  - Bike Event Programming – Host regular bike parties or happy hours for the bicycling community
  - Bicycle Resource Center – Establish a bicycle maintenance space near the secure bike parking area in each building
  - Bike Parking – Construct one Class I bike parking space per dwelling unit (an additional 1,325 Class I spaces above Planning Code requirements under the High Residential Assumption or 1,005 Class I spaces under the High Commercial

Assumption and an additional 304 Class II spaces above Planning Code requirements under either assumption).

- Showers and Lockers – Provide shower and clothes locker facilities for tenants and employees per City code
- Bike Valet – Provide free bike valet services for onsite events

- Personal Motorized Transport Strategies
  - Onsite Shared Scooters – Provide reserved off-street parking spaces for 20 scooters
  - Electric Scooter Memberships – Offer a first-year Scoot membership to all new residents
  - Onsite Car-share Parking Spaces – Provide as many as 50 designated car-share spaces, and negotiate an agreement with one or more local car-share vendors
  - Car-share Memberships – Offer annual memberships to all households
- Parking Strategies
  - Parking Pricing – At full buildout, price parking to keep demand below a threshold occupancy rate, and encourage site users to avoid parking during AT&T Park events
  - Real-time Parking Pricing and Availability Information – Install dynamic displays to show real-time parking price and availability information
- Building Strategies
  - In-Building Concierge Services – Encourage vertical developers to appoint an in-building concierge staff, and coordinate with site-wide transportation staff members
  - Coordinated Delivery Services – Establish site-wide partnerships with Internet delivery services companies
  - Community-Supported Agriculture (CSA) Partnerships – Coordinate with local CSAs to provide group deliveries, and explore options for hosting regular farmers markets
  - Cold and Dry Delivery Storage Space – Provide storage space near the concierge and elevators
  - Childcare Facilities and Services – Attract a provider of onsite childcare services to ensure easy access for Mission Rock residents and employees
  - Collaborative Work Space – Provide a business services room to facilitate working from home
  - Elevator Design – Create a design that easily accommodates bicycles, wheelchairs, and strollers

- Affordable Housing – Designate 40 percent of onsite units to inclusionary affordable housing in a balanced manner through the development phasing

- All-Realm Strategies
  - Signage and Wayfinding across Modes – Design and install signage and wayfinding at key points throughout the development
  - Mobile-Friendly Mission Rock Transportation Website – Create site-wide website with a dynamic and engaging section dedicated to transportation information and services, with specific portals for each user type
  - Onsite Transportation Staff – Hire and assign a dedicated professional transportation staff to providing individualized advice on transportation options
  - Improved Walking Conditions – Provide high-quality pedestrian improvements

CONSTRUCTION

PROPOSED PROJECT PHASING

The proposed project phasing, as presented in this document, is an estimate, providing the most conservative scenario. The phasing of project implementation would be subject to change due to market conditions and other unanticipated factors and could extend beyond 2023. As shown in Figure 2-16 on the following page, the current phasing plan anticipates that the project would generally be developed from west to east. Although the phasing could shift, buildout would not occur from east to west. Phasing would also be flexible because some elements of site-wide soil preparation may precede or overlap with phases.[42]

For purposes of construction phasing, the project site generally has been divided into four areas. Each area would consist of two or three development blocks and associated areas for streets and open spaces. Table 2-10, page 2-63, summarizes the currently anticipated proposed project phasing by area. As shown, some overlap in construction activities is anticipated between the four areas of the project site. Construction of Area 1 would occur from 2017 to 2020, Area 2 from 2018 to 2021, Area 3 from 2019 to 2022, and Area 4 from 2020 to 2023. Construction of each area would occur in four phases: (1) asphalt demolition and rough grading, (2) infrastructure, (3) foundations and buildings, and (4) paving and landscaping. On average, each area would be constructed over about 2.25 years.

[42] The initial phase of site soil preparation is deep dynamic compaction (DDC). DDC is a ground improvement technique that densifies soils and fills using a drop weight. DDC is used to increase bearing capacity, and decrease settlement and liquefaction potential for planned structures.

Source: Seawall Lot 337 Associates, LLC, 2015

Graphics ... 00336.13 (3-21-2017)

Seawall Lot 337 and Pier 48 Mixed-Use Project EIR
Case No. 2013.0208E

Figure 2-16
Proposed Project Phasing Areas

TABLE 2-10. ILLUSTRATIVE PROPOSED PROJECT PHASING[A]

Phase	Proposed Development	Years	Total Number of Work Days	Total Truck Trips
Area 1	Block A Block G Block K China Basin Park Pier 48	2017–2020	783	16,340
Area 2	Block B Block C Block D	2018–2021	783	14,880
Area 3	Block E Block F Mission Rock Square and Garage	2019–2022	783	20,165
Area 4	Block H Block I Block J Channel Wharf	2020–2023	785	8,700

Source: Seawall Lot 337 Associates, LLC., 2015

a. The illustrative proposed project phasing is for purposes of environmental review only and subject to change.

CONSTRUCTION EQUIPMENT AND STAGING

Typical construction equipment that would be used at the project site would include loaders, dump trucks, bulldozers, backhoes, scrapers, water trucks, trenchers, cranes, drills, forklifts, concrete trucks, welders, air compressors, hi-lift forklifts, pile hammers, rollers, pavers, temporary generators, and berm machines. All construction equipment, employee vehicles, and import material would be staged on the project site with just-in-time deliveries.[43] Materials would be scheduled to arrive when required in the construction sequence. All impact equipment used for project construction would be equipped with the appropriate noise control features, as required by the Noise Ordinance.

In addition, in accordance with the Noise Ordinance, project construction would not occur between the hours of 8:00 p.m. and 7:00 a.m. Activities that would result in no detectable noise at adjacent land uses, such as interior painting, would not be limited to these hours. There may

[43] Just-in-time deliveries are scheduled in a manner that does not require long-term storage of material on the jobsite.

be some unscheduled situations where construction would need to extend beyond normal hours, but any such exceptional condition would be subject to normal review, permitting and approval.

CONSTRUCTION EMPLOYMENT

The number of construction workers per day at the project site would be between 30 and 450. The maximum number of construction workers would be onsite during the foundation and building phase of construction (the third building phase). Areas 1 and 2 would require the greatest number of construction workers during this third phase (450 workers), while Area 3 would require the fewest (200 workers) during this same construction phase. Construction employees would most likely be obtained from San Francisco and the greater Bay Area workforce. Workers would take public transportation, shuttles, or carpool. Workforce parking would be accommodated in Lot A, until parking is available in the parking garage on Block D2 (Area 2).

CONSTRUCTION HAULING, SPOILS, AND DEBRIS

The number of construction-related truck trips would range from 4 to 143 per day, depending on the area and phase. Truck hauls would include materials delivery, materials removal, and soil hauling. For Areas 1 and 3, the greatest number of truck trips would occur during the foundations and buildings phase (third phase), ranging from 60 to 143 trips per day. For Areas 2 and 4, the greatest number of truck trips would occur during the demolition and grading (first) phase, ranging from 50 to 57 trips per day. For all areas, the fewest truck trips would occur during the infrastructure phase (second phase), ranging from four to 11 trips per day. As shown in Table 2-10, page 2-63, Area 1 would result in a total of 16,340 truck trips, Area 2 would result in a total of 14,880 truck trips, Area 3 would result in a total of 20,165 truck trips, and Area 4 would result in a total of 8,700 truck trips. On average, the maximum truck haul distance would be approximately 16 miles.

Where possible, soil excavated onsite would be stockpiled on the site for reuse where fill is required. However, soil import and export would be necessary. Soil would be imported in all areas during the demolition and grading (first) phase (ranging from 15,791 to 33,570 cubic yards [cy]) and during the infrastructure (second) phase (ranging from 3,024 to 4,050 cy).

The maximum excavation depth on land, for the parking area under Mission Rock Square, would be approximately 33 feet, including the bottom of the lowest-level foundation slab. Basements within other new buildings constructed under the proposed project would have lesser depths. Although pile driving would be required, the piles would be impacted into the ground and would not require excavation.

Approximately 9,870 cy of soil would also be imported during the foundation and building (third) phase in Area 3. Soil would be exported from all areas during the demolition and grading (first) phase (ranging from 10,000 to 20,000 cy), the infrastructure (second) phase

(ranging from 3,360 to 4,500 cy), and the foundation and building (third) phase (ranging from 7,650 to 103,200 cy). No soil would be imported during the paving and landscaping (fourth) phase. Approximately 23 total acres would be graded during project construction. The finished grade for the site would be achieved with use of pile-supported right-of-ways (streets, sidewalks, paseos, etc.) constructed from the existing grade. The finished grade for individual buildings would be achieved with the installation of pile-supported concrete slabs constructed from the existing grade. The finished park and open space grades would be achieved with the placement of either light-weight soil or geofoam (styrofoam blocks), which would both replace and supplement existing fill to achieve no net increase in overall soil weight.

It is anticipated that the soil off-haul location would be in Brisbane, approximately 6 miles south of the project site. The haul route from the project site would be south on Third Street to Mariposa Street, south on I-280 to U.S. Highway 101 (US 101), and along Beatty Avenue in Brisbane, to the west of US 101. A potential debris disposal location would be in South San Francisco, with the haul route starting south on Third Street, continuing to Mariposa Street and south to US 101, and exiting at Oyster Point Boulevard East. See Section 4.O, *Hazards and Hazardous Materials*, for a description of the strategies for handling soils that could contain hazardous materials.

As discussed in more detail below, the goal for overall development at the project site includes environmental measures. Leadership in Energy and Environmental Design (LEED) Gold certification will be achieved for all commercial office/retail buildings and LEED Silver certification for all residential development onsite, as outlined in the Port of San Francisco Green Building Standards Code and other City codes. The following design strategies could be implemented during proposed project construction: meet construction waste recycling requirements for parking lot demolition, recycle construction waste, specify low-emitting construction materials, specify low levels of embodied carbon materials, and specify low toxicity for all materials.

PILE DRIVING

As explained above, pile driving would be required for the Pier 48 seismic upgrade and structural rehabilitation. In addition, the buildings and streets at Seawall Lot 337 would require pile driving. For the buildings, steel H-piles, an average of 230 feet in length, would be installed with a pile driver. In total, for all of the proposed buildings on Seawall Lot 337, approximately 3,880 piles would be required. For the streets, steel H-piles measuring approximately 145 feet in length would be installed with a pile driver. Approximately 500 piles would be needed to support the streets. Steel H-piles would also be installed to support the promenade and boardwalk at China Basin Park. It is assumed that approximately 200 piles with a length of 145 feet would be required in this area. During the entire construction period, an average of 6 to 10 piles would be installed per day.

PARKING DURING PHASED BUILDOUT

During the phased buildout of the project but prior to construction of the Block D2 garage, part of Area 2, parking for AT&T Park and project tenants in Area 1 would be provided on the remaining portions of surface parking Lot A. In addition, up to 700 parking spaces would be included on Pier 48 as an interim use until completion of the proposed Pier 48 rehabilitation and improvements.

UTILITIES

ENERGY USE

The San Francisco Public Utilities Commission (SFPUC) would provide electric service to the proposed project. SFPUC uses Pacific Gas & Electric Company's (PG&E's) distribution facilities and currently designs and constructs facilities in accordance with PG&E standards. The SFPUC would serve the proposed project with a single 12-kilovolt (kV) line that would be located in a utility trench.

WATER USE

The SFPUC currently owns and operates the existing potable water infrastructure that serves the project site. Potable water is currently delivered to the proposed project vicinity by a 12-inch main beneath Third Street, a 12-inch main beneath Terry A. Francois Boulevard, and a 12-inch main beneath Mission Rock Street. With proposed project development onsite, two new connections to the existing 12-inch main beneath Third Street are proposed at Exposition Street and Long Bridge Street, and a new connection to the existing 12-inch main beneath Mission Rock Street is proposed at Bridgeview Street. The existing 12-inch main beneath Terry A. Francois Boulevard would be removed and replaced with a new main, which could use 12-inch pipes, to accommodate reconstruction of Terry A. Francois Boulevard. The proposed project would require the installation of a new onsite looped low-pressure water system which could use 12-inch pipes. In addition to the proposed onsite looped domestic water system, new fire hydrants would be provided and spaced in accordance with City requirements. The project may also include the installation of an onsite system of 12-inch high-pressure water pipes to connect to the City's existing Auxiliary Water Supply System (AWSS) distribution system or an alternative solution, as coordinated with the SFPUC.

In order to meet the project's site-wide water reduction targets and LEED requirements (discussed below), the proposed project would include the following sustainable design elements: low-flow fixtures for lavatories, urinals, sinks, and showers to reduce domestic water demand by at least 30 percent; installation of required water meters and purple pipes; and treated graywater to meet 100 percent of the proposed project's flushing demands with nonpotable water. The proposed project would also include designs for irrigation water

savings, such as public and private green spaces that include native/adapted plantings and drip irrigation with 70 percent efficiency, irrigation control sensors, and hydro zones. Graywater (discussed below) or blackwater[44] collected from the buildings would be used to meet 100 percent of the proposed project's nonpotable irrigation demand. Some blackwater would be treated onsite for re-use as nonpotable water; the rest would be discharged into the combined sewer system.

Recycled water is currently delivered to the proposed project vicinity by an 8-inch line beneath Mission Rock Street between Third Street and Terry A. Francois Boulevard. Recycled water infrastructure does not currently exist within Terry A. Francois Boulevard because the City does not currently have a functioning recycled water distribution network in Mission Bay. However, in compliance with the City's recycled-water ordinances, the proposed project would include the installation of an onsite looped recycled water system, which could consist of 8-inch main lines.

To realize site-wide water savings, a graywater treatment system, which could consist of 8-inch main lines, is proposed for the project. The graywater system would collect water from sinks, showers, and laundry facilities in selected blocks and treat the water centrally before distributing the nonpotable water to all buildings for flushing and site irrigation. If a municipal recycled water supply comes online in the future, the project could continue to treat graywater and generate its own recycled water or connect to the City-supplied recycled water. In either case, the required onsite looped recycled water system would be used to distribute the recycled water.

WASTEWATER

The SFPUC would meet the future wastewater demands for the project site; however, there are currently no sanitary sewer facilities that serve the project site. To serve the proposed project, a series of 8- to 12-inch sanitary sewer mains would be installed onsite within the public street right-of-ways. The sanitary sewer mains would then discharge to the existing 21-inch sanitary sewer system beneath Third Street at two locations—a new sanitary sewer main, which could consist of 10-inch pipe, at Channel Street and a new sanitary sewer main, which could consist of 8-inch pipe, at the intersection of Third Street and the proposed Long Bridge Street. The existing 15-inch combined main beneath Terry A. Francois Boulevard would be removed and replaced with a separate sanitary sewer main, which could consist of 12-inch pipe, during reconstruction of Terry A. Francois Boulevard. This would serve the proposed development and existing Piers 48 and 50.

[44] Blackwater is a type of wastewater that is contaminated with water discharged from a toilet.

STORMWATER

Currently, wastewater and stormwater are collected separately, and most stormwater discharges directly or indirectly to San Francisco Bay. As appropriate, the project sponsor would remove existing storm drainage infrastructure within Seawall Lot 337, China Basin Park, and Terry A. Francois Boulevard. Storm drainage infrastructure would remain intact on Pier 48, which directly discharges runoff to the Bay within the Pier 48 structure. Per the San Francisco Stormwater Management Requirements and Design Guidelines (SMR) and Port SMR performance requirements, the project would design the sustainable stormwater quality control strategy in accordance with the more conservative SFPUC regulations because compliance with both the SFPUC and the Port SMR stormwater performance requirements can be achieved through implementation of similar BMPs.

To serve the proposed project, new storm drainage pipe infrastructure would be installed within the proposed new interior streets serving the proposed project. In addition, storm drain lateral connections would be installed to serve the proposed development blocks and would be sized based on the individual block demands. Compliance with stormwater quality regulations would be designed and implemented during the planning and construction phases on a block-by-block basis. For the conceptual stormwater management strategy, the proposed project would be designed to meet the San Francisco SMR. Development blocks would implement stormwater treatment measures within the blocks or convey treatment flows to the centralized treatment areas within the open space areas to meet these guidelines prior to connecting to the storm drain system.

Runoff from impervious portions of Seawall Lot 337 would be conveyed by gravity or force main for treatment in a northerly direction to rain gardens in Mission Rock Square, China Basin Park, and the Shared Public Way. Self-contained treatment would include pump stations for stormwater treatment flows and overflow from stormflows in excess of treatment flows, which would be applied at the north and south ends of the project site. Treatment of stormwater runoff for the public right-of-way north of Channel Street would occur at the source, within the street sections and plaza areas, through approximately 6,000 gsf of bio-retention and rain garden areas. The separated storm drain system would collect stormwater runoff within the public street right-of-way south of Channel Street and Mission Rock Square and pump it to approximately 14,000 gsf of bio-retention areas and rain gardens within China Basin Park.

EMERGENCY GENERATORS

The proposed project would include emergency generators to supply power to key buildings and facilities during a power outage. It is assumed that Seawall Lot 337 would include eight emergency generators, and Pier 48 would include two (for a total of 10 generators, two in each of the four areas on the building rooftops plus two on Pier 48). Based on standards established by the Bay Area Air Quality Management District, each generator would be a diesel-powered, 2,000-horsepower unit and operate an average of 50 hours per year. For purposes of this analysis, two of the emergency generators would be located in each of the four areas on building rooftops and two would be in the valley of Pier 48 (and would not be visible from outside of Pier 48).

SUSTAINABLE DESIGN

The project sponsor, the Planning Department, the Port, and other City agencies have designated the project site as a Type 1 Eco-District[45] to help meet environmental goals. A Type 1 Eco-District is characterized by a large amount of undeveloped land that is typically owned by a single property owner, enabling horizontal infrastructure development to be implemented concurrent with vertical development to maximize efficiency through district-wide infrastructure systems. The project sponsor, in conjunction with the Port and other City agencies, would develop an integrated Eco-District Plan that identifies measurable goals, standards, and performance metrics. Multiple sustainable site approaches would be considered from the outset of horizontal development to enable vertical development design proposals to exceed Port Building Code requirements.

The goal for the overall development includes LEED certification for all commercial office/retail buildings and residential development onsite, as outlined in the San Francisco Green Building Ordinance and other City codes. The project sponsor would implement a comprehensive Sustainability Strategy, which would include strategies toward achieving LEED certifications, outline the targets for carbon reductions, and explain how the infrastructure, buildings, and community would coordinate to achieve these targets consistent with the Design Controls. The project sponsor collaborated with the City through the SFPUC, the Department of the Environment, the Planning Department, and the Port to develop the Sustainability Strategy.

[45] The Planning Department has identified four types of eco-districts within the city, each defined by the community that exists within the district.

F. PROPOSED CHANGES TO LAND USE AND ZONING

Seawall Lot 337 and Parcel P20 are currently within the MB-OS Use District; Pier 48 is within the M-2 Use District. The entire project site is also within the Mission Rock Height and Bulk District. This section addresses proposed changes to existing land use, zoning, and other San Francisco plans and policies.

LOCAL PLANS AND POLICIES

PLANNING CODE TEXT AND ZONING MAP AMENDMENTS

Section 291 was added to the Planning Code with the passage of Proposition D, the Mission Rock Affordable Housing, Parks, Jobs, and Historic Preservation Initiative, on November 3, 2015, which established a new Mission Rock Height and Bulk District and modified Zoning Map Sheet HT08 to identify the new district's boundaries. Section 291 establishes height and bulk limits for the Mission Rock Height and Bulk District and requires the adoption of Design Controls for the district to guide the design of improvements within established height limits. The Design Controls would be consistent with the height and bulk restrictions set forth in Section 291 for the Mission Rock Height and Bulk District and satisfy the requirement to adopt Design Controls for the district.

Mission Rock Design Documents. Five documents have been developed to guide development design for the Mission Rock Project. These documents are the Vision and Design Intent, which provides the aspirations for design of the entire project; the Design Controls, which will guide development of the open spaces, streets, and buildings; the Sustainability Strategy, which identifies performance targets and describes how design of the infrastructure, buildings, and community will achieve these standards; the Infrastructure Plan, which details how design of streets, utilities, and services will be coordinated, and the Transportation Plan, which describes how project design will support the mobility choices of all users, with a special emphasis on safe and comfortable conditions for pedestrians and cyclists.

Vision and Design Intent. The Vision and Design Intent document (Vision Document) is an overarching planning document prepared for Mission Rock that contains the broader urban design vision that guides the Design Controls, Sustainability Strategy, Infrastructure Plan and Transportation Plan for Mission Rock. The Vision Document also contains a detailed discussion of the planning process for Mission Rock, with chapters that include Vision, Context, Design Intent, and Framework, as summarized below.

Chapter 1, Vision. This chapter includes an overarching Vision Statement and Planning Principles and emphasizes plan directions for the project site, including taking advantage of the site's waterfront location; establishing public spaces; developing China Basin Park as a regional facility, coupled with Pier 48; improving the character of the area; connecting Terry A. Francois

Boulevard to the Bay Trail's Blue Greenway, China Basin Park, and The Embarcadero; and ensuring that Mission Rock becomes a place where people live and work in a mixed-use urban neighborhood that creates significant revenue to support parks.

Chapter 2, Context. The detailed urban planning context for the Mission Rock project includes Mission Rock Over the Years, Port of San Francisco Planning and Development, and Surrounding Context (including land uses, transit, retail, and open space).

Chapter 3, Design Intent. Outlined in this chapter is the extensive seven-year public process that guided design of Mission Rock. Some of the important considerations identified were to prioritize waterfront open space, include sunny and welcoming open spaces, consider views from surrounding neighborhoods to and through the site, and ensure an appropriate scale and mix of development that supports a vibrant public life and a neighborhood feel.

Chapter 4, Frameworks. This chapter breaks the project site out by its constituent frameworks of mix of uses, open space, street network, urban form, multimodal mobility, and sustainability and resilience approaches, illustrating and describing how design principles and intent will be translated into a neighborhood of innovation, leadership, and community. These frameworks lay out the key planning principles that in turn are detailed in the Design Controls.

Special Use District. The project sponsor would seek approval to rezone the project site through a Special Use District (SUD) that would be codified in a Planning Code text amendment and identified in the Zoning Map to reflect the proposed boundaries of the SUD. Approval of the proposed SUD would be consistent with the previous amendments to the Planning Code and Zoning Map, pursuant to Proposition D, and reference the required Design Controls.

As discussed above and illustrated in Figure 2-4, on page 2-21, flexible zoning would allow for a mixed-use development that would respond to future market conditions. The proposed new zoning would permit the following, all of which would be above the lower floors of active/retail/production:

- Blocks A, D1, F, and K would be required to be primary residential use.
- Blocks B, C, E, and G would be required to be primary commercial use.
- Blocks H, I, and J would be permitted for either primary commercial or primary residential uses.
- Block D2 would be zoned to allow structured public parking up to 100 feet above grade.
- Permitted uses on Pier 48 would include industrial/production, general office and storage, active/retail, restaurant, tour, exhibition, event, and maritime uses.
- Assembly uses and other special events would be permitted at China Basin Park (for approximately 5,000 people) and Mission Rock Square (for approximately 2,000 people).

- The SUD would include a variety of changes to the Planning Code, as required, to accommodate project uses, building form, and other development controls (e.g., to reflect the form-based Design Controls in lieu of other controls, such as floor area ratio [FAR], residential density, rear yard and dwelling unit exposure, parking and loading program, open space and streetscape plans). It would also provide a phased review process for vertical and horizontal development of the project.

REGIONAL AND STATE PLANS AND POLICIES

The project sponsor and the Port will apply jointly to secure State and regional approvals, as necessary. Several existing plans, described below, would require amendments to allow proposed project implementation.

SAN FRANCISCO BAY PLAN

BCDC's San Francisco Bay Plan (Bay Plan) implements the 1965 McAteer-Petris Act, which charges BCDC with planning for the long-term use of the Bay and regulating development in and around the Bay. The Bay Plan, completed in 1969, includes policies on the use of the Bay, ranging from ports and public access to design and transportation. The Bay Plan also contains maps of the entire Bay, which designate shoreline areas that should be reserved for water-related purposes, such as ports, industry, public recreation, airports, and wildlife refuges.

BCDC and the MTC cooperatively adopted the San Francisco Bay Area Seaport Plan (Seaport Plan) in 1996. The Seaport Plan, which has been incorporated into the Bay Plan, provides long-term planning for port uses and uses within the Bay. It designates Pier 48 and about 6 acres on the eastern edge of Seawall Lot 337 as port priority use areas. Under this designation, Pier 48 is to be reserved as a future site for neo-bulk cargo shipping, and the eastern 6 acres of Seawall Lot 337 are to remain available as a backland area for potential cargo operations.

BCDC's San Francisco Waterfront Special Area Plan, an element of the Bay Plan, incorporates the Seaport Plan's port priority use areas. Under AB 2797, Pier 48 and the eastern 6 acres of Seawall Lot 337 were deemed free of the "port priority" designation as of January 1, 2017.

The Port began a community planning process for development of Seawall Lot 337 and Pier 48 in 2006 and identified the need to seek removal of the port priority designation to permit mixed-uses at the site.

PORT WATERFRONT LAND USE PLAN

The Port Waterfront Land Use Plan (WLUP) was initially adopted by the Port Commission in 1997. It defines acceptable uses and policies and provides land use information applicable to all properties under the Port Commission's jurisdiction. The WLUP has enabled the Port Commission and the community to jointly define locations for new public/private partnership

projects and coordinate with major public open space, maritime, and historic preservation improvements along the waterfront.[46] Pursuant to the WLUP, the Port conducted a site development process for Seawall Lot 337 to develop parameters for the request for proposals that led to the proposed project and SUD. The WLUP incorporates the BCDC port priority use designations over portions of the project site. For the proposed project, WLUP amendments would include removing the port priority use designations from the project site and incorporating land uses consistent with the SUD.

Separate from the WLUP amendment process for the proposed project, a public process to update the WLUP is now currently underway. Three waterfront working group subcommittees have been established and are each holding multiple public meetings beginning in October 2016 and anticipated to continue through February 2017 to develop recommendations for the WLUP update. The WLUP update does not include changes to the proposed project, in recognition of the public planning process that developed objectives for development of Seawall Lot 337, San Francisco voter approval of Proposition D, the public comment process in the EIR, and the Mission Rock project approvals process.

G. PROJECT APPROVALS

The proposed project would be subject to review and approval by agencies with appropriate jurisdiction, including various City and other local agencies, state agencies, and federal agencies. These agencies are expected to use the EIR in their decision-making for project approvals, including those listed below.

LOCAL AGENCIES

CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PLANNING COMMISSION

- Certify EIR.
- Recommend to Board of Supervisors Planning Code amendments to change the land use classifications for the project site and create an SUD, including design review procedures and related Planning Code amendments.
- Recommend to Board of Supervisors approval of a Development Agreement with the project sponsor.

[46] Port of San Francisco. 2013. *Waterfront Land Use Plan*. Available: http://www.sf-port.org/index.aspx?page=199. Accessed June 13, 2013.

- Make general plan consistency findings and priority policy determinations pursuant to Planning Code Section 101.1.
- Approve the Design Controls.

SAN FRANCISCO PORT COMMISSION

- Consent to Planning Code amendments and Development Agreement between City and project sponsor.
- Approve, subject to Board of Supervisors approval under Charter section 9.118, the Disposition and Development Agreement (DDA) between the Port and the project sponsor; the Port's master lease of Seawall Lot 337 with the project sponsor; a Port lease with the Pier 48 tenant; and the form of ground lease with building developers at Seawall Lot 337.
- Approve the Infrastructure Plan, and various other transactional documents.
- Approve the Design Controls and conforming amendments to the WLUP.
- Approve, subject to Board of Supervisors approval, form infrastructure and community facilities financing districts over the project site, an infrastructure financing plan and rates and methods of apportionment specifying the authorized uses of tax increment and special taxes allocate to the districts, and request that the Board of Supervisors appoint the Port as the agent of the financing districts for all purposes authorized under law and the district formation documents.
- Approve, subject to Board of Supervisors approval under Charter section B7.320, a memorandum of understanding among the Port, the Assessor, the Treasurer-Tax Collector, and the Controller regarding property assessments, special tax levies, and allocation of special taxes and property tax increment to the financing districts for the life of the financing districts.
- Approve, subject to Board of Supervisors approval under Charter section B7.320, a memorandum of understanding for interagency cooperation between the Port and the City (ICA) with respect to construction, inspection, and acquisition of public facilities that the project sponsor builds at the project site.

SAN FRANCISCO BOARD OF SUPERVISORS

- Approve Planning Code amendments, including text and Zoning Map amendments, to change the land use classifications for the project site and create an SUD.
- Approve under Charter section 9.118 the DDA between the Port and the project sponsor, the Port's master lease of Seawall Lot 337 with the project sponsor; the Port's lease with the Pier 48 tenant; and the form of ground lease between the Port and building developers at Seawall Lot 337.

- Approve an amendment to the Mission Bay South Redevelopment Plan to revise the project area boundaries.
- Approve a Development Agreement between the City and the project sponsor.
- Adopt ordinances forming infrastructure and community facility financing districts and approve an infrastructure financing plan and rates and methods of apportionment specifying the authorized uses of special taxes and property tax increment allocated to the districts.
- Approve under Charter section B7.320 a memorandum of understanding among the Port, the Assessor, the Treasurer-Tax Collector, and the Controller regarding property assessments, special tax levies, and allocation of special taxes and property tax increment to the Port for the life of the financing districts and the ICA.
- Approve ancillary legislation for the project, if applicable.

SAN FRANCISCO PUBLIC UTILITIES COMMISSION

- Consent to the ICA.

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

- Approve a site mitigation plan under Health Code Article 22A (Maher Ordinance).
- Approve a monitoring and reporting plan for use of an alternative water supply (i.e., reuse of treated water for flushing or other nonpotable uses).

SAN FRANCISCO PUBLIC WORKS

- Approve tentative subdivision maps.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS

- Approve new street design, including bicycle path improvements and street lane configurations.
- Consent to the ICA.

OTHER LOCAL AGENCIES

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

- Approve an amendment to the Mission Bay South Redevelopment Plan changing redevelopment plan area boundary.
- Approve amendment of the Mission Bay South Owner Participation Agreement to remove obligations with respect to Parcel P20.

STATE AGENCIES

STATE LANDS COMMISSION

- Approve the procedures for establishing the fair-market value of the development blocks, the form of ground lease, and the Port's use of ground lease proceeds to pay for Seawall Lot 337 infrastructure costs in accordance with Section 4.5 of SB 815, as amended by AB 2797.

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

- Approve amendments to the San Francisco Waterfront Special Area Plan to revise maps, delete port priority use area on portion of Seawall Lot 337.
- Approve major permit to authorize construction within the 100-foot shoreline band.

SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD

- Approve Clean Water Act Section 401 Water Quality Certification for Pier 48 rehabilitation work and, for Variant 1 only, for infrastructure for and discharge from Bay water heating/cooling system.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

- Approve permit for Pier 48 rehabilitation work under California Endangered Species Act.

FEDERAL AGENCIES

U.S. ARMY CORPS OF ENGINEERS (USACE)

- Approve Clean Water Act Section 404 permit and Section 10 permit under the 1899 Rivers and Harbors Act to authorize Pier 48 rehabilitation work.

NATIONAL MARINE FISHERIES SERVICE

- Consult under Section 7 Endangered Species Act and Essential Fish Habitat Act, in connection with USACE permitting.
- Authorize incidental take under Marine Mammal Protection Act for Pier 48 rehabilitation work, if applicable.