



# SAN FRANCISCO PLANNING DEPARTMENT

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## NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

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*Date:* December 11, 2013  
*Case No.:* **2013.0208E**  
*Project Title:* **Seawall Lot 337 and Pier 48 Mixed-Use Project**  
*Zoning:* Seawall Lot 337 and Block P20: MB-OS (Mission Bay, Open Space)  
Use District; OS Height and Bulk District  
Pier 48: M-2 (Heavy Industrial) Use District; 40-X Height and Bulk District  
*Block/Lot:* Seawall Lot 337: 8719/002  
Pier 48: 9900/048  
Block P20: 8719/002  
*Lot Size:* Seawall Lot 337: 13.63 acres  
Pier 48: 5.84 acres  
Block P20: 0.32 acre  
China Basin Park: 2.57 acres  
Existing Streets and Access Areas: 4.62 acres  
Total Project Site Size: Approximately 27 acres  
*Project Sponsor* Jon Knorpp/Seawall Lot 337 Associates, LLC  
(415) 972-1762  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Tania Sheyner (415) 575-9127  
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### PROJECT OVERVIEW

The Project Site, which is described in greater detail on the following page, is located in the Mission Bay portion of the City (Figure 1, page 3). The Project Sponsor (Seawall Lot 337 Associates, LLC) of the Seawall Lot 337 and Pier 48 Mixed-Use Project (Mission Rock Project or Project) proposes a mixed-use, multi-phase waterfront development of Seawall Lot 337, rehabilitation and reuse of Pier 48, and construction of approximately 5.4 acres of net new open space, for a total of 8 acres of open space on site.<sup>1</sup> The Project would also include public access areas, assembly areas, and an internal grid of public streets, shared public ways, and utilities infrastructure. Overall, the Project would involve construction of up to approximately 3.7 million gross square feet (gsf) of residential, commercial, and retail uses, and a public

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<sup>1</sup> The Project Sponsor's proposal includes Block P20 as part of the Project Site. This lot along the southern edge of Seawall Lot 337 is owned by the Port but is part of the Mission Bay South Redevelopment Project Area and subject to the jurisdiction of the Office of Community Investment and Infrastructure as the Successor Agency to the San Francisco Redevelopment Agency. Local and state approvals would be necessary for the Project to include Block P20 as part of the Project Site. Except where indicated otherwise, references in this document to Seawall Lot 337 include Block P20; as part of the Project, Block P20 would be merged into Seawall Lot 337.

parking garage on the Project Site. Both Seawall Lot 337 and Pier 48 are owned by the Port of San Francisco (Port).

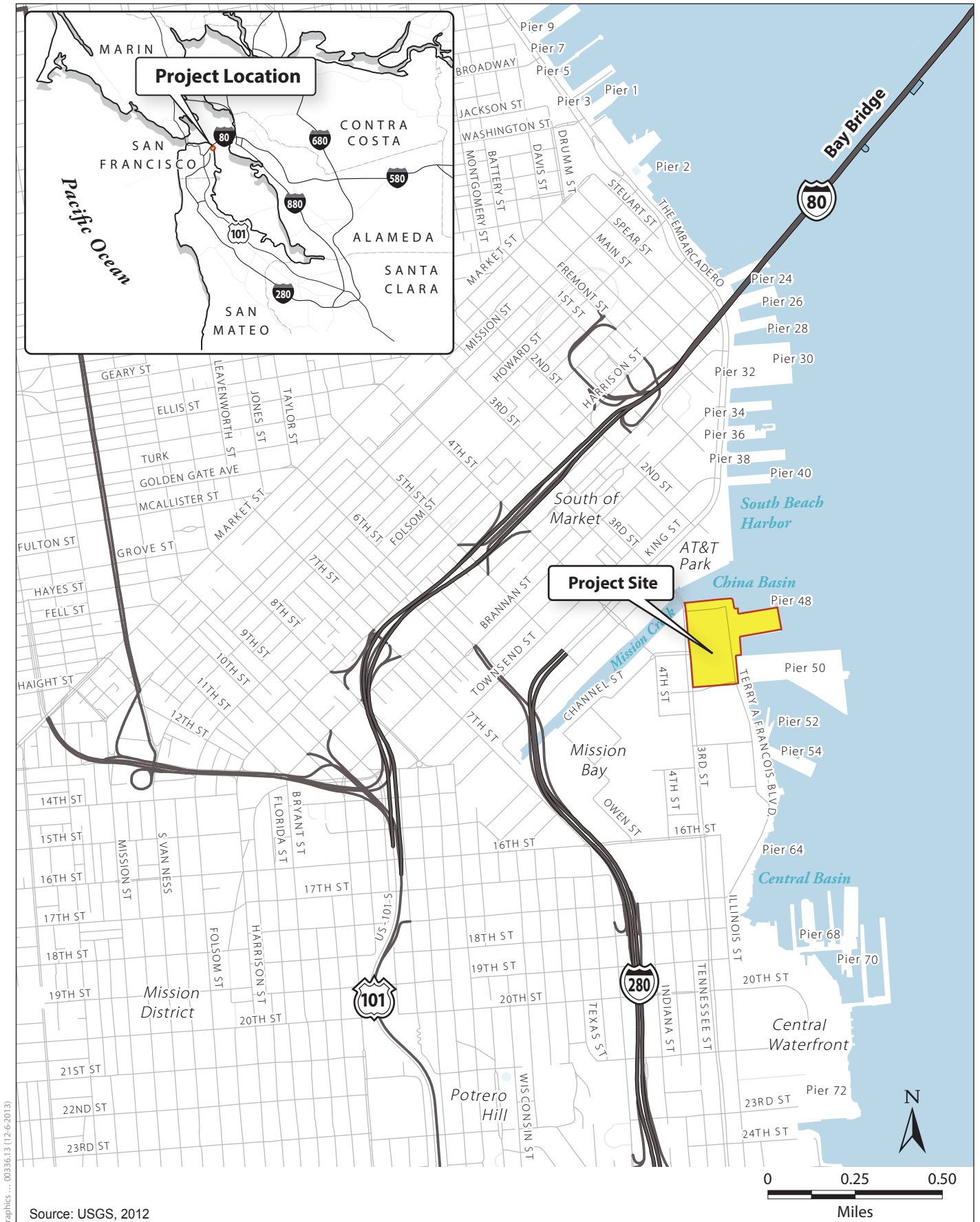
The approximately 27-acre Project Site consists of several areas: the 13.63-acre Seawall Lot 337, the 0.32-acre strip of land on the south side of Seawall Lot 337, referred to as Block P20 (see Footnote 1, on page 1), the 5.84-acre Pier 48, the 2.57-acre China Basin Park, and 4.62 acres of existing streets and access areas within and adjacent to the boundaries of Seawall Lot 337 and Pier 48/Pier 50. As noted above, the Project Site is in the Mission Bay area of the City and is adjacent to the Mission Bay South Redevelopment Project Area.

On Seawall Lot 337, the Project Sponsor proposes residential, commercial, retail, parking, and open space uses on the 11 proposed parcels. Retail uses would be included on the lower floors of each of the 11 parcels. Above the lower floor retail space, the Project Sponsor proposes predominantly residential uses on some parcels, predominantly commercial uses on other parcels, a parking structure on one parcel, and flexible zoning controls that would allow for the development of either commercial or residential as the predominant uses on three of the 11 parcels. The 11 parcels on Seawall Lot 337 would be developed to include the following mix of uses: approximately 750,000 gsf to 1.3 million gsf of residential uses, consisting of both market-rate and affordable housing; approximately 1.25 million to 1.6 million gsf of commercial<sup>2</sup>/office/research and development (R&D) uses; approximately 150,000 to 250,000 gsf of retail/entertainment/ancillary uses on the lower floors of each parcel; and enclosed parking. As noted above, total development would not exceed approximately 3.7 million gsf. In total, the Project would also provide approximately 3,100 parking spaces: 2,300 spaces within the parking structure; 700 spaces in underground or enclosed areas within the commercial and residential buildings; and 100 on-street spaces along the internal streets. The 11 parcels on Seawall Lot 337 could be developed up to heights ranging from 90 feet (approximately 7 stories) to a maximum of 380 feet (approximately 35 stories) for the tallest building, excluding the up to 20-foot-tall mechanical penthouse roof enclosures.

Pier 48 is proposed to be developed by Anchor Brewing and Distilling Company (Anchor Brewing) under an interim lease with the Port (not to exceed 30 years) in order to expand its existing brewery and distillery operations on Mariposa Street. The rehabilitation and reuse of Pier 48 would result in approximately 212,500 gsf of light industrial, restaurant, retail, and exhibition uses. There would be continued and enhanced public access and the potential for expanded maritime uses at Pier 48. Prior to being developed by Anchor Brewing, Pier 48 would continue to be used for storage, exhibit, and event parking uses.

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<sup>2</sup> For purposes of this NOP, *commercial* uses include office, research and development (R&D)/biotech, and other similar non-retail uses. *Retail* uses are included under their own use category and include shops, restaurants, and entertainment venue uses, or other uses that promote pedestrian activity. These definitions are different from the San Francisco *Planning Code*.



## ENVIRONMENTAL SETTING

### *Project Site*

The Project Site encompasses approximately 1,176,000 sf (approximately 27 acres) and, as noted above, includes several existing areas: Seawall Lot 337, Block P20, Pier 48, China Basin Park, and adjacent streets and access areas (Figure 2, page 6). Table 1, below, presents a breakdown of the existing areas within the Project Site. Each area is discussed in more detail below.

**Table 1. Existing Project Site Components**

	Approximate Square Feet	Approximate Acres
Seawall Lot 337	594,000	13.63
Block P20	14,000	0.32
Pier 48	254,500	5.84
<i>Sheds A, B, and C</i>	181,200	4.16
<i>Valley</i>	31,300	0.72
<i>Aprons</i>	42,000	0.96
China Basin Park	112,000	2.57
Existing Streets and Access Areas	201,500	4.62
<i>Terry A. Francois Boulevard</i>	153,400	3.52
<i>Pier 48 Access Area</i>	26,300	0.60
<i>Marginal Wharf between Piers 48 and 50</i>	21,800	0.50
<b>Total</b>	<b>1,176,000</b>	<b>26.98</b>

Source: Seawall Lot 337 Associates, LLC 2013.

**Seawall Lot 337.** As shown in Figure 2, page 6, 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, Block P20 (explained in more detail below) and Mission Rock Street to the south, and Third Street to the west. Pier 48 is bounded by the San Francisco Bay to the north, east, and south and Terry A. Francois Boulevard to the west. Except for two small, portable pay station kiosks and a billboard, Seawall Lot 337 currently does not contain any permanent structures and functions mainly as a surface parking lot. Temporary structures are erected periodically 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 associated parking. Seawall Lot 337 is in a Mission Bay, Open Space (MB-OS) Use District and an OS Height and Bulk District.<sup>3</sup> It is also public

<sup>3</sup> Seawall Lot 337 was rezoned 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. As discussed in Footnote 1, with the exception of Block P20, the current Mission Bay South Redevelopment Plan, adopted in 1998, does not include the Project Site.

trust land covered by special state legislation (SB 815) that allows non-trust uses under specified circumstances.<sup>4</sup>

**Block P20.** The Project Site includes a 0.32-acre (14,024-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 is currently within the Mission Bay South Redevelopment Plan Area and is referred to as Block P20 within that plan's documents. Block P20 has a land use designation of Open Space Use District and OS Height and Bulk District. Block P20 is subject to the public trust and, unlike Seawall Lot 337, was not covered by SB 815.<sup>5</sup> The Port Commission approved the inclusion of Block P20 in the Project Site, subject to necessary approvals by the Board of Supervisors and the San Francisco Office of Community Investment and Infrastructure (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 non-trust uses under SB 815 or similar successor legislation (see Footnote 4, below, and Footnote 5, below, for a further explanation of SB 815). Figure 2, on the next page, depicts the location of Block P20.

**Pier 48.** Pier 48 is a pile-supported facility, approximately 254,500-sf (5.84-acre) in size. About 181,200 gsf of Pier 48 consists of enclosed warehouse space that includes two one-story main sheds (Shed A and Shed B) connected by a one-story connector shed (Shed C) at the east end of the pier (as shown in Figure 2, on the next page). The majority of the Pier 48 facility was completed in 1929, with the connector shed (Shed C) built in 1938. Due to fire damage, Shed C and portions of Sheds A and B were renovated by the Port in 2003. The three sheds on Pier 48 are all approximately 40 feet in height. Between Shed A and Shed B is an approximately 31,300-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. Shed B is used for storage of voting machines by the City's Department of Elections. 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 vacant and not actively used for any purpose. There is no existing public access to the 42,000-gsf (0.96-acre) pier aprons as these aprons are in varying states of disrepair or are encumbered by existing maritime industrial uses incompatible with unrestricted public access. Pier 48 is the southernmost pier structure within the Port of San Francisco Embarcadero National Register Historic District (Embarcadero Historic District), which is listed in the National Register of Historic Places (National Register). Pier 48 is within the M-2 (Heavy Industrial) Use District and 40-X Height and Bulk District.

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<sup>4</sup> 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. Senate Bill 815 (SB 815), approved in 2007, authorizes the California State Lands Commission to lift public trust use restrictions from designated Port seawall lots, including Seawall Lot 337, for up to 75 years or until January 1, 2094 upon making certain findings as specified in SB 815.

<sup>5</sup> SB 815 suspends application of public trust use restrictions for certain seawall lots, including Seawall Lot 337. However, since Block P20 is not part of the existing Seawall Lot 337 this area is not currently covered by SB 815.





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**Figure 2**  
**Existing Land Uses at the Project Site**

**China Basin Park.** Approximately 2.57 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 San Francisco Bay (Bay) and its surroundings, and 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. Figure 2, on the prior page, depicts the location of China Basin Park. China Basin Park is within the MB-OS Use District and an OS Height and Bulk District.

**Existing Streets and Access Areas.** The Project Site includes approximately 3.52 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 0.6-acre Pier 48 access area is located directly to the west of Pier 48. To the south, between Pier 48 and Pier 50 and east of Terry A. Francois Boulevard, is a 0.50-acre area currently referred to as the Pier 48 Marginal Wharf (see Figure 2, on the prior page).

Access to the Project Site is currently provided via 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. In addition, ferries from the City of Larkspur in Marin County transport attendees of AT&T Park ballgames to and from the ballpark. The ferry dock is located at the China Basin Ferry Terminal, north of the Project Site across China Basin, along the eastern edge of AT&T Park.

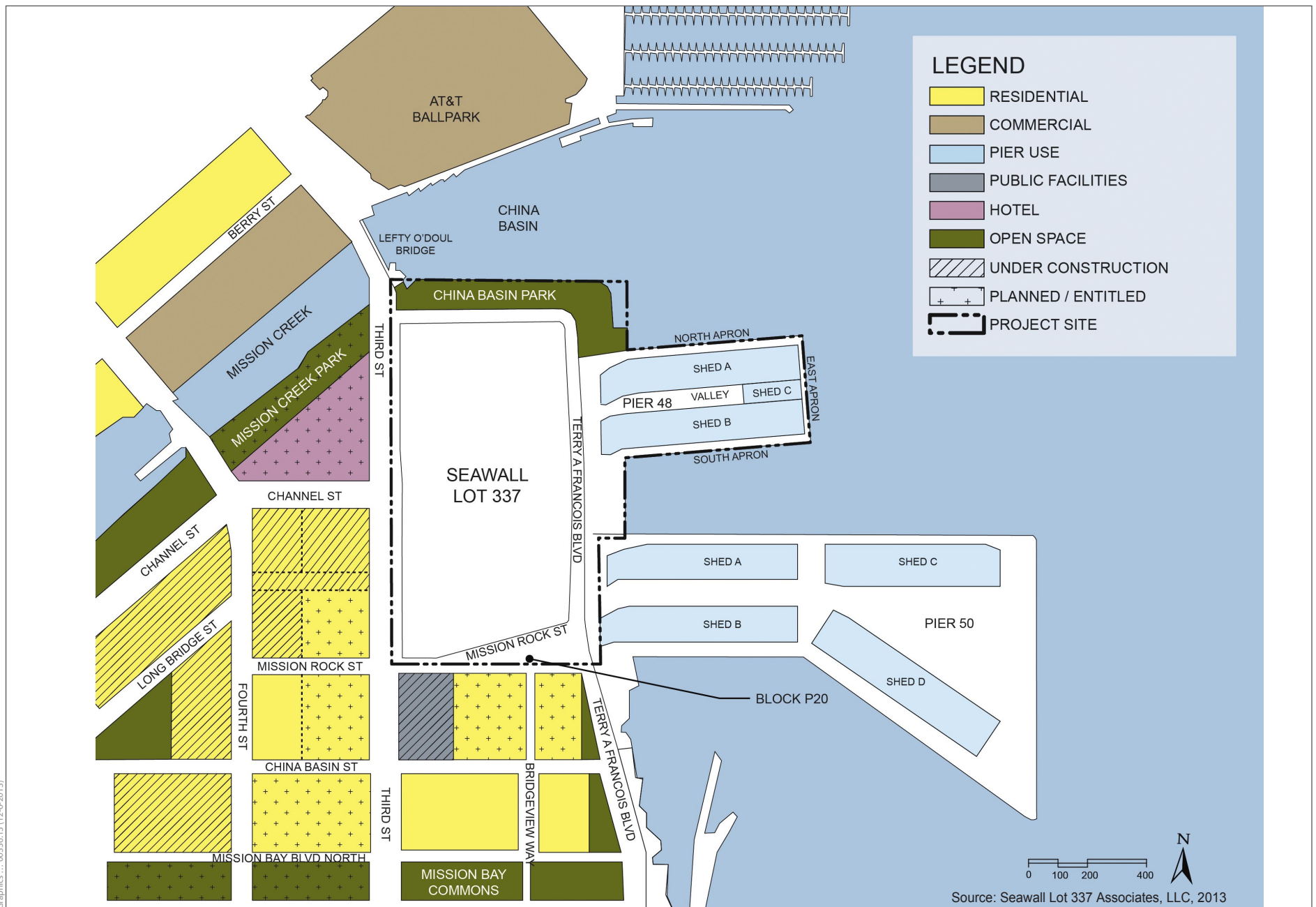
### ***Adjacent Uses***

The Project Site is adjacent to Mission Bay, 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 Project vicinity are minimal, and grading is generally flat. Mission Bay is currently under development, with the parcels adjacent to the Project Site in various stages of completion. Several adjacent parcels are either vacant, serve temporarily as surface parking lots, are under construction, or serve as construction staging locations. In addition, several nearby parcels contain newly constructed buildings (completed from the late 1990s to the present) in contemporary architectural styles. Figure 3, on the next page, illustrates the land uses and development status for parcels adjacent to the Project Site.

Mission Bay, which covers 303 acres<sup>6</sup> of land between the Bay and Interstate 280 (I-280), is a mixed-use, transit-oriented development. Upon full implementation of the Mission Bay North and South Redevelopment Plans (expected to occur between 2020 and 2030, depending on market conditions), Mission Bay is anticipated to include a total of approximately 6,000 housing units, 4.4 million gsf of office/life science/biotechnology space, a University of California San Francisco (UCSF) research campus containing 2.65 million gsf of building space, a 878,000 gsf UCSF hospital complex (not included in the UCSF research campus), and various other retail, hotel, open space, and public facility uses. Over 11,000 residents and 31,000 permanent jobs are expected to be added to the Mission Bay area by full buildout.

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<sup>6</sup> The 0.32-acre Block 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.





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 81 regular 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 non-baseball related special events per year, including concerts, charity and private events, and other sporting events attended by a total of approximately 170,000 visitors annually.

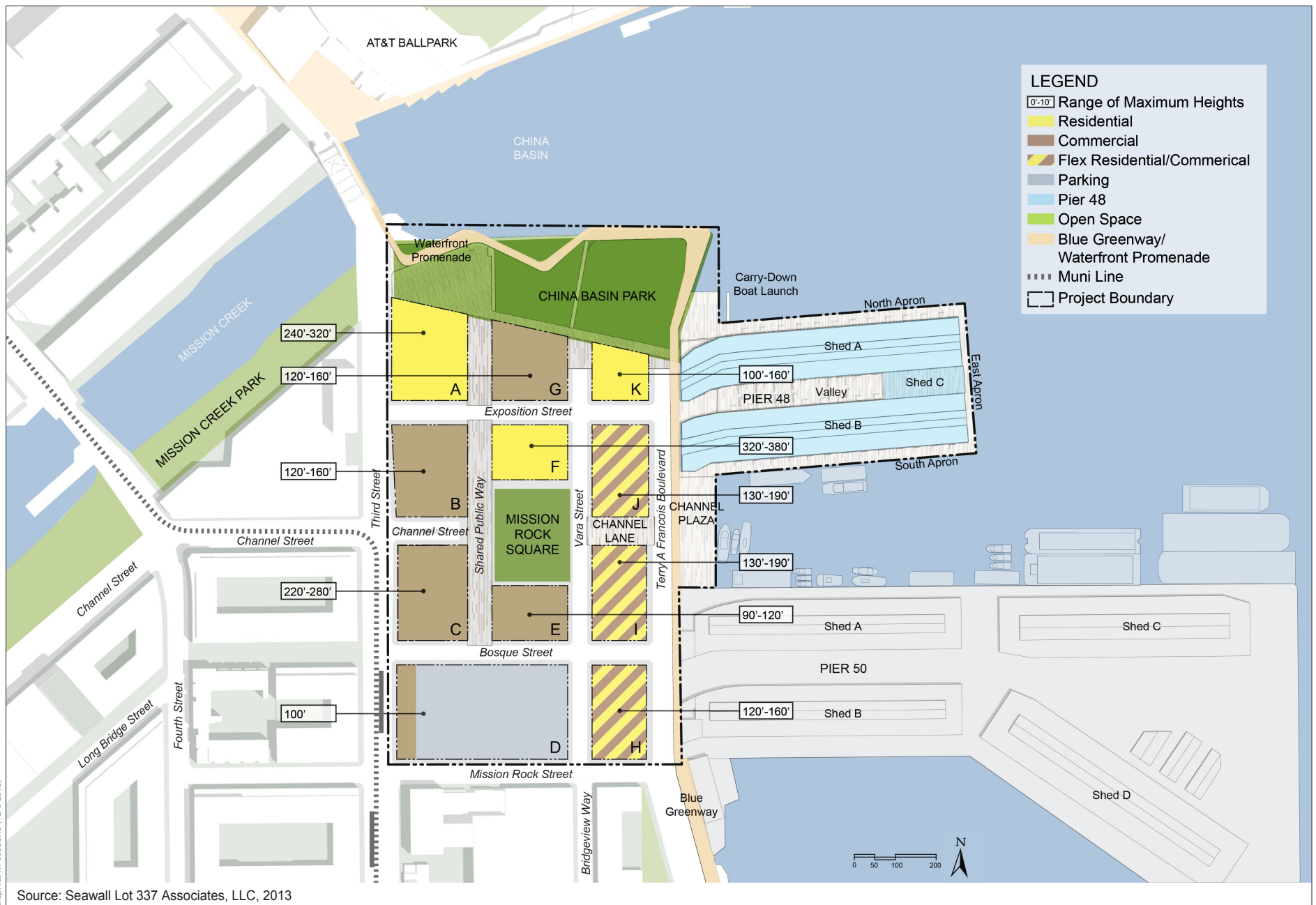
Mission Creek was once a waterway that extended from the Mission neighborhood to the Bay, but is now channelized and undergrounded going west from China Basin to approximately I-280. Mission Creek Park lines the creek on the north and south and includes open grassy areas, pathways, a small amphitheater, overlook areas, a non-motorized boat launch, sports courts, and a dog play area.

East and south of Seawall Lot 337 and to the south of Pier 48 is Pier 50, which is currently an active maritime industrial pier. 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 and harbor service operations. Pier 50 provides a berthing facility for the U.S. Department of Transportation Marine Administration (MARAD) ready-reserve berthing, which in turn provides transport for military troop deployments and national emergencies. There are numerous other smaller interim tenants at Pier 50, which typically use the pier for storage and parking uses. In addition, towing and tug boat services, operated by Westar, are located in Shed C. Westar operations are based out of Pier 50, with storage areas for equipment and vessels at the north apron of Pier 50 and at the south apron of Pier 48, as discussed above, on page 5.

## PROJECT DESCRIPTION

As discussed above, under Project Overview, the Project includes the construction of a total of approximately 3.7 million gsf of mixed-use, multi-phased development throughout the Project Site. This includes development on the proposed 11 parcels (Parcels A through K) on Seawall Lot 337 and the rehabilitation and reuse of Pier 48. The Project also includes doubling the size of the existing China Basin Park, establishing two new parks and open space areas on Seawall Lot 337, providing a promenade along the waterfront, and rehabilitating Pier 48, including for public access and maritime uses.

Figure 4, on the next page, illustrates the proposed site plan. Each of these components is described in greater detail on page 11.



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**Figure 4**  
**Proposed Site Plan and Height Ranges**

### *Seawall Lot 337*

The proposed 11 parcels (A through K) on Seawall Lot 337 could be developed to a total of 3.7 million gsf. The total development, depending on market conditions, could include a mix of: approximately 750,000 gsf to 1.3 million gsf of a combination of market-rate and affordable residential uses; approximately 1.25 million to 1.6 million gsf of commercial uses; approximately 150,000 to 250,000 gsf of retail uses; and approximately 3,000 parking spaces that would be underground or enclosed within the on-site buildings and the proposed parking structure. Approximately 100 additional on-street parking spaces would be provided along the internal streets, for a total of 3,100 parking spaces throughout Seawall Lot 337. Land uses on the three designated flexible parcels (Parcels H, I, and J) would be dependent on market conditions, as discussed below. Under no scenario would both the upper range of residential and the upper range of commercial land uses (1.3 million gsf and 1.6 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 3.7 million gsf. Development Controls and Design Guidelines (Design Guidelines) are currently being prepared that would guide the physical development on the Project Site. The Design Guidelines would guide the proposed development with respect to bulk, massing, setbacks, and other physical design and use aspects of the Project.

As depicted in Figure 4, on the prior page, the Project Sponsor proposes flexible zoning on three parcels in order to respond to future market demands. To this end, Parcels H, I, and J on Seawall Lot 337 are proposed to be designated to allow either residential or commercial as the predominant uses above the lower floor retail. The Project Sponsor would determine the primary land uses of the three flexible zoning parcels above the lower floor retail (i.e., residential or commercial) at the time of filing for design approvals for parcel development proposals. Three on-site parcels (Parcels A, F, and K) would be designated as either primarily residential above the lower floor retail and four parcels (Parcels B, C, E, and G) would be designated as primarily commercial above the lower floor retail. One parcel (Parcel D) would include a 9-floor, 2,300-space parking structure and a 60,000 gsf building with commercial and retail uses on the lower floors.

Seawall Lot 337 would be divided into 11 rectilinear parcels that would be configured in a grid pattern, separated by a system of internal streets. Parcel sizes would range from approximately 17,830 sf (Parcel K) to 97,500 sf (Parcel D). The parcel dimensions would align the proposed streets with existing neighboring streets in the adjacent Mission Bay neighborhood. The dimensions of parcels would, on average, be approximately one third to one half the size of the typical Mission Bay block.

Retail on the lower floors would be permitted on any of the commercial, residential, parking, or flexible parcels; that is, on all 11 parcels on site. Table 2, on the next page, summarizes the proposed development program by parcel.

As shown in Table 2, the buildings proposed on Seawall Lot 337 could range in height from 90 feet to 380 feet, depending on the land use. In general, buildings with predominantly commercial uses could range in height from 90 feet (7 stories) to 280 feet (20 stories), while buildings with mainly residential uses could range in height from 160 feet (15 stories) to 380 feet (35 stories).

**Table 2. Development Potential – Parcel Summary**

	<b>Parcel Area (sf)</b>	<b>Use<sup>a</sup></b>	<b>Height Range (feet)<sup>b</sup></b>	<b>Parking (spaces)<sup>c</sup></b>
<b>Parcel A</b>	43,410	Residential	240–320	Up to 250
<b>Parcel B</b>	41,100	Commercial	120–160	Up to 250
<b>Parcel C</b>	40,210	Commercial	220–280	Up to 250
<b>Parcel D</b>	97,500	Parking/Commercial <sup>d</sup>	100	2,300
<b>Parcel E</b>	25,110	Commercial	90–120	--
<b>Parcel F</b>	25,110	Residential	320–380	--
<b>Parcel G</b>	33,060	Commercial	120–160	Up to 250
<b>Parcel H</b>	31,090	Flexible–Residential or Commercial	120–160	--
<b>Parcel I</b>	31,320	Flexible–Residential or Commercial	130–190	--
<b>Parcel J</b>	31,460	Flexible–Residential or Commercial	130–190	--
<b>Parcel K</b>	17,830	Residential	100–160	--
<b>Total</b>	<b>417,200</b>	--	--	<b>3,100</b>

Source: Seawall Lot 337 Associates, LLC, 2013.

Notes:

- a. All parcels could include retail on the lower floors.
- b. The number of stories for each building can be estimated using the assumption that residential buildings average 11 feet per story and commercial buildings average 14 feet per story.
- c. In addition to the parking structure on Parcel D, buildings on Parcels A, B, C, and G could contain up to 250 parking spaces each, and all other buildings could include small amounts of on-site parking (less than approximately 10 spaces per parcel). In combination, excluding the Parcel D parking structure, the parcels would not exceed a total of 700 enclosed parking spaces distributed within the residential or commercial buildings. Including these 700 spaces, the parking structure (2,300 spaces) and on-street parking (100 spaces), the Project would include a maximum of 3,100 parking spaces.
- d. Parcel D would include two separate, but attached, buildings totaling approximately 850,000 gsf. A narrow building along Third Street would include approximately 53,000 gsf of commercial space and 7,000 gsf of lower floor retail space. The parking structure building on the remainder of Parcel D, adjacent to Vara Street, would be approximately 790,000 gsf, including approximately 15,000 gsf of retail on the lower floors.

The land uses proposed on Seawall Lot 337 are as follows:

- **Residential Uses.** The Project would include between 750,000 gsf and 1.3 million gsf of residential uses (approximately 500 to 1,500 units) on Seawall Lot 337. The specific unit mix has not been determined but could consist roughly of the following: approximately 10 percent micro-units and studios, approximately 40 percent one bedroom units; approximately 40 percent two bedroom units; and approximately 10 percent units with more than two bedrooms. As discussed above, housing would be provided on Parcels A, F, and K, and potentially on flexibly-zoned Parcels H, I, and J. New rental housing built for the Project would meet inclusionary housing requirements under Section 415 of the City's Planning Code or as determined by the Mayor's Office of Housing.
- **Commercial Uses.** Approximately 1.25 million gsf to 1.6 million gsf of commercial space would be developed on Seawall Lot 337. As discussed above, commercial uses would be provided on Parcels B, C, E, and G and potentially on the flexible Parcels H, I, and J above the retail uses on the lower floors. Parcel D would include approximately 53,000 gsf of commercial space within multiple stories of the proposed parking garage structure along the Third Street facade. On Seawall Lot 337, commercial uses could include office, R&D/biotech, and similar non-retail uses.
- **Retail Uses.** The lower floor areas of the proposed on-site development on Seawall Lot 337 would contain shops, restaurants, cafes, regional- and neighborhood-serving retail uses, a possible entertainment venue, community spaces, and building lobbies. A total of approximately 150,000 to 250,000 gsf of retail space would be located throughout Seawall Lot 337 on the lower floors of residential and commercial buildings and on the lower floors of the parking structure (Parcel D). In addition, retail uses could be provided in potential rooftop lounges on Parcels A, G, and K.

In addition, the Project would also upgrade and resize existing water, wastewater, drainage, gas and electric, and other utility infrastructure within the Project site, as necessary. The Project Sponsor is investigating a Project-wide utility solution to serve a portion of the Project's energy needs. The Project Sponsor is also considering sustainable sources of energy such as a solar photovoltaic system and bay source cooling.<sup>7</sup>

Site excavation to accommodate development would be required, including removal and disposal of some potentially hazardous materials at appropriately permitted off site facilities.

### *Open Spaces and Parks*

The Project's approximately 8 acres of new and expanded open spaces would include China Basin Park, Mission Rock Square, Channel Plaza, and a waterfront promenade. Figure 4, page 10, depicts the location of these proposed open spaces. This would provide a net increase of approximately 5.4 acres of new park space over the existing conditions at the Project Site.

The parks would be connected by a new north-south, pedestrian-oriented street network and shared public way from China Basin Park to the north and Bosque Street to the south, as well as by new

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<sup>7</sup> Bay source cooling involves a water pumping system that would use bay water for heating and cooling buildings.



sidewalks and roadways. These areas would also provide access to the City's proposed Blue Greenway.<sup>8</sup> The open spaces and parks would include new trees and vegetation. In addition, trees and landscaping improvements would be planted along the block frontages. Each of the new and expanded open space and park features is described in more detail below and summarized in Table 3, below.

**Table 3. Proposed Parks and Open Spaces**

	<b>Acreage</b>	<b>General Description</b>
China Basin Park	5.12 <sup>a</sup>	Lawn open space, special event/assembly area for up to 5,000 people, waterfront cafes and pavilions, junior baseball field, picnic area, and promenade
Mission Rock Square	1.32	Multi-use lawn, plaza, café pavilion, and special event/assembly area for up to 2,000 people
Channel Plaza	0.58	Hardscaped, active maritime wharf, views of working vessels, and other maritime uses
Pier 48 Aprons/ Waterfront Promenade	0.96	Bicycle/pedestrian pathways and waterfront promenade; maritime access and use
<b>Total</b>	<b>~8.0</b>	

Source: Seawall Lot 337 Associates, LLC 2013.

Note:

<sup>a</sup> Acreage includes the existing 2.57-acre China Basin Park.

- **China Basin Park.** The existing 2.57-acre China Basin Park was opened to the public in 2001 in connection with the AT&T Park project and is located just south of China Basin (across the channel from AT&T Park). The proposed expansion to a 5.12-acre China Basin Park would include a 1.4-acre Great Lawn, a reconfigured Junior Giants field for children, a lawn area, coastal native biofiltration gardens,<sup>9</sup> a pedestrian plaza connecting Lefty O'Doul Bridge to Pier 48, retail esplanade, and a promenade at the Bay's edge along the length of the Project Site. At Project completion, China Basin Park would be able to accommodate assembly and special event uses for up to approximately 5,000 people.
- **Mission Rock Square.** The new 1.3-acre Mission Rock Square would be located in the center of Seawall Lot 337 and be framed by a mix of residential and commercial uses above retail on the lower floors. A pedestrian-only path (Channel Street) would connect Mission Rock Square to the proposed Channel Plaza to promote bicycle and 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. The design of Mission Rock Square, Channel Street, and the interior pedestrian walkways would be intended to connect Project open space to the Mission Creek Park system, the Blue Greenway, and the bayfront.

<sup>8</sup> 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.

<sup>9</sup> Biofiltration gardens function as soil and plant-based filtration devices to remove pollutants in runoff through a variety of physical and biological treatment processes.

- **Channel Plaza.** A new open space at Channel Plaza would be constructed in the location of the current Marginal Wharf between Piers 48 and 50, east of Terry A. Francois Boulevard. Channel Plaza would be a 0.58-acre, hardscaped plaza. It would offer direct public access to the bayfront and serve as a maritime access point for industrial activities occurring at Pier 48, the Pier 48 Marginal Wharf, and Pier 50.
- **Pier 48 Aprons/Waterfront Promenade.** The Pier 48 aprons, totaling 0.96 acre (42,000 gsf), would be preserved and improved for public access, a waterfront promenade, and maritime operations. The northern apron of Pier 48 would be prioritized for public access and would be accessible for maritime uses where feasible. The eastern and southern aprons would be prioritized for maritime uses and open for public access where feasible. The northern apron would connect to the Blue Greenway via China Basin Park, the retail esplanade, and the bicycle and pedestrian promenade on the eastern side of Terry A. Francois Boulevard. The northern apron would also include a carry-down boat launch for public access to launch human-powered watercrafts (such as kayaks) into the Bay. In addition, the northern apron could include boat mooring capabilities for water taxis or excursion vessels.

### *Pier 48*

The Pier 48 sheds would be rehabilitated consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards)<sup>10</sup> and the Port of San Francisco Historic Preservation Review Guidelines for Pier and Bulkhead Wharf Substructures (Port Historic Guidelines). The Project Sponsor proposes to repurpose the 212,500 gsf of pier sheds and valley to accommodate a range of uses, including light industrial/manufacturing, barging, associated general office and storage, retail, restaurant, tour and exhibition space, event-related uses, and continued maritime operations on the aprons and along Channel Plaza. The proposed tenant, Anchor Brewing, would occupy all usable interior shed space and the currently open-to-sky valley space of Pier 48 under a 30-year interim lease. At Project completion, the Anchor Brewing brewery/distillery would be approximately 190,400 gsf, the restaurant would be approximately 11,000 gsf, and the retail/exhibition/museum/meeting room uses would be approximately 11,100 gsf.

The exterior of the Pier 48 structures would not be expanded. Exterior modifications would be limited to refurbishing windows, installing door systems and storefront windows within existing roll-up door openings, and refurbishing certain areas of the roof. The Project may include covering some portion of the open-to-sky valley area and loading area modifications such as refinishing floors and completing minor structural repairs.

Truck loading and unloading activities for Anchor Brewing would primarily occur in the Pier 48 valley. Facilities would be installed to permit barging for receiving or disbursing materials and finished products on the northern or southern aprons. Barges could travel between Pier 48 and the cities of Oakland and Stockton or other nearby maritime facilities. Delivery trucks would be accommodated at the north end of Terry A. Francois Boulevard and would back into the Pier 48 valley.

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<sup>10</sup> The Secretary's Standards are a series of concepts regarding the maintenance, repair, and replacement of historic materials, as well as the design of any additions or alterations.

### *Proposed Parking and Circulation*

The Project Site would be accessible for all modes of transportation via Third Street, the reconfigured Mission Rock Street (currently under construction as part of the Mission Bay South redevelopment project), and the reconfigured Terry A. Francois Boulevard. The Project would include vehicular, bicycle, and pedestrian improvements along those streets to accommodate the increase in on-site activity. In addition, new interior multi-modal neighborhood streets would be established throughout Seawall Lot 337. The existing and proposed streets serving the Project Site are described below and are illustrated in Figure 4, on page 10.<sup>11</sup>

- **Interior Neighborhood Streets.** The proposed new interior neighborhood streets are Exposition Street and Bosque Street, each in an east-west alignment, and Vara Street, in a north-south alignment. All proposed neighborhood streets would be designed as slow-traffic areas.<sup>12</sup> When games or other major events are scheduled at the ballpark, no on-street parking on Bosque Street and the southern portions of Vara Street would be allowed. This would allow for additional vehicle travel lanes and would be similar to the existing traffic management plan in use for ballpark events on the streets adjoining the existing surface parking lot on Seawall Lot 337.
- **Shared Public Way.** The proposed new interior shared public way would be located one block east of Third Street, extending between Bosque 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 single shared paved surface with no curbs or gutters. Automobiles would be able to access it from the adjoining streets via curb-cuts similar to a typical driveway. The prioritized pedestrian right-of-way would be delineated through the placement of street furniture and landscaping. The shared public right-of-way would make it possible for adjoining retail or restaurants to utilize the street sidewalks for outdoor seating and retail space, with vehicular access limited primarily to deliveries, drop-offs/pick-ups or 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.
- **Channel Street.** 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 be extended onto Seawall Lot 337 to connect to Terry A. Francois Boulevard. The western portion of Channel Street would traverse the Project Site in an east-west orientation and would intersect with the shared public way and terminate at Mission Rock Square. This western segment of the shared public way would be designed for low traffic volumes, no on-street parking, and sidewalks on both sides of the street. The eastern portion of Channel Street, to the east of Mission Rock Square, would link Vara Street to the west with Terry A. Francois Boulevard to the east. This segment of Channel Street would be a bicycle and pedestrian-only section for people traveling from Mission Rock Square eastward to Channel Plaza.

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<sup>11</sup> The exact dimensions of travel and parking lanes and of sidewalks are being evaluated by the City; however, the fundamental classification and function of streets (i.e., shared public way or neighborhood street) are not anticipated to change.

<sup>12</sup> "Slow-traffic areas" or "slow-traffic streets" would limit vehicular traffic speeds by installing traffic calming devices such as curb extensions/bulb-outs.

- **Third Street.** The east side of Third Street between Channel Street and the Lefty O'Doul Bridge would be improved, and new and improved sidewalks, curbs, gutters, and on-street parking spaces would be provided. Along this segment of Third Street, the street would be restriped to allow for an additional parking lane on the eastern side of the street. A bicycle lane would be provided on the eastern side of the street. A sidewalk would be provided on the eastern side of the street, south of Channel Street to Mission Rock Street. Improvements to the western side of Third Street would occur as part of the Mission Bay South Redevelopment Plan.
- **Mission Rock Street.** Mission Rock Street, which forms the southern boundary of the Project Site, will be reconfigured and realigned as part of the Mission Bay South Redevelopment Project prior to proposed Project development. The reconfiguration will allow for multi-modal traffic to serve Piers 48 and 50, the adjoining Mission Bay neighborhood, and the under-construction San Francisco Public Safety Building to the south. Mission Rock Street will include two travel lanes heading west and one travel lane heading east, with sidewalks on both sides of the street. Under the Project, the proposed parking garage on Parcel D would be located on the north side of Mission Rock Street.
- **Terry A. Francois Boulevard.** Terry A. Francois Boulevard is proposed to be reconfigured under the Project to include two separate design segments within the Project Site. The southern on-site segment would link Mission Rock Street to the south with the proposed new (internal) Bosque Street to the north and it would serve as the entrance to Pier 50. This segment would be designed to accommodate truck movements into and out of Pier 50 with travel lanes in each direction. The northern on-site segment of Terry A. Francois Boulevard would consist of the segment from Bosque Street to the south to the proposed new (internal) Exposition Street at Pier 48 to the north. This portion of Terry A. Francois Boulevard would be designed as a slow-traffic street with travel lanes in each direction. A two-way bicycle lane would be provided along the entire length of the reconfigured street and would be separated from the motorized vehicle travel lanes. Following the proposed reconfiguration, Terry A. Francois Boulevard would no longer connect with Third Street.

As discussed above, approximately 3,100 parking spaces would be located throughout the Project Site to serve the proposed on-site commercial, residential, and retail development. The proposed parking garage would accommodate other public and transit-based parking, similar to existing conditions. The 2,300-space parking garage would also serve patrons of AT&T Park events. The overall operations of the parking garage would be managed to optimize the parking shared between retail, commercial, AT&T Park users, and other public and transit-based parking users. Public parking would continue to be provided on Pier 48, but only as an interim use until full buildout of the Project. Pier 48 would not include public parking after full buildout of the Project, but could provide a small amount of parking (approximately ten spaces) for employees who work at Anchor Brewing.

The Project as proposed would include a Transportation Demand Management (TDM) Program that would include a plan to coordinate and facilitate parking and traffic at and around the Project Site on AT&T Park event days.

### *Shoreline Protection/Sea Level Rise*

The Port has identified areas in its jurisdiction along the San Francisco Bay waterfront, including the Project Site, which would be subject to inundation during a 100-year flood event, assuming a sea level rise ranging from 0.39–2.0 feet by 2050 and 1.38–5.48 feet by 2100.<sup>13</sup> Proposed measures to prevent inundation of Seawall Lot 337 during a 100-year flood under the projected 2100 sea level rise would be incorporated into the design of Seawall Lot 337. For example, proposed finished floors of the development would accommodate rising tide levels at the projected 2100 levels.

### PROJECT PHASING

For purposes of construction phasing, the Project Site has been divided into four areas, with four construction phases occurring per area. Each area would consist of two to four parcels and associated areas for streets and open spaces. Table 4, below, summarizes the currently anticipated Project phasing by area. As shown, some overlap in construction activities is anticipated between the four areas; however, in general, the construction of Area 1 would occur from 2015 to 2018, Area 2 from 2016 to 2019, Area 3 from 2017 to 2020, and Area 4 from 2018 to 2021.<sup>14</sup> Construction of each area would consist of four components: (1) demolition and rough grading, (2) infrastructure, (3) foundations and building, and (4) paving and landscaping. On average, each area would be constructed over about 2.25 years.

**Table 4. Preliminary Project Phasing**

Phase	Years	Total Number of Work Days	Proposed Development
Area 1	2015–2018	785	Parcel A Parcel B Parcel C Parcel D Pier 48 – Phase 1
Area 2	2016–2019	785	Parcel G Parcel K China Basin Park Pier 48 – Phase 2
Area 3	2017–2020	785	Parcel E Parcel F Mission Rock Square
Area 4	2018–2021	785	Parcel H Parcel I Parcel J Channel Plaza

Source: Seawall Lot 337 Associates, LLC 2013

<sup>13</sup> Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), State of California Sea-Level Rise Guidance Document, March 2013 update. Available online at [http://www.opc.ca.gov/webmaster/ftp/pdf/docs/2013\\_SLR\\_Guidance\\_Update\\_FINAL1.pdf](http://www.opc.ca.gov/webmaster/ftp/pdf/docs/2013_SLR_Guidance_Update_FINAL1.pdf). Accessed on December 6, 2013.

<sup>14</sup> The phasing of Project implementation is subject to change due to market conditions and other unanticipated factors.



## PROPOSED LAND USE AND ZONING CHANGES

Seawall Lot 337 is currently within the MB-OS Use District and Pier 48 is within the M-2 Use District. China Basin Park is within the MB-OS Use District and OS Height and Bulk District. Block P20 is currently designated as open space in the Mission Bay South Redevelopment Plan. The Project Sponsor would request rezoning of the Project Site through a Special Use District or other similar rezoning mechanism, through amendments to the Planning Code, Zoning Map and Mission Bay South Redevelopment Plan, and, as needed, corresponding amendments to the City's General Plan and Port's Waterfront Land Use Plan. If approved by the Port Commission, the Planning Commission, and the San Francisco Board of Supervisors, the SUD would include flexible zoning controls that permit certain parcels (Parcels H, I, and J) to be developed for either commercial or residential uses. The SUD would specify controls on height, density limits, bulk, and setback requirements. It also would establish a design review process and Design Guidelines that would apply across the Project Site.

As discussed above and illustrated in Figure 4 (on page 10), this proposed flexible zoning would allow for a mixed-use development that responds to future market conditions. The proposed new zoning would permit the following uses:

- Parcels H, I, and J would be permitted for either commercial or residential uses above the retail on the lower floors.
- Parcels A, F, and K would be restricted to primarily residential use above the lower floor retail.
- Parcels B, C, E, and G would be restricted to primarily commercial use above the lower floor retail.
- Parcel D would be zoned to allow for nine stories of structured public parking, with commercial space and retail uses on portions of the lower floors.
- All development parcels would be permitted to include retail and parking on the lower floors.
- Pier 48 would be permitted for light industrial/manufacturing, barging, associated general office and storage, retail, restaurants, tours, exhibitions, events, public access, and maritime uses.
- The SUD would incorporate certain development controls, such as height limits ranging from a minimum of 90 feet to up to a maximum of 380 feet by parcel (as described above), allowed development density expressed as permissible floor area ratio (FAR) limits, bulk limits, building setbacks on upper floors, and other controls on proposed development.
- Approximately 8 acres of new and expanded open spaces would include China Basin Park, Mission Rock Square, Channel Plaza, and a Pier 48 Aprons/waterfront promenade.
- Proposed zoning would permit assembly uses and other special events at China Basin Park (for approximately 5,000 people) and at Mission Rock Square (for approximately 2,000 people).

## COMPATIBILITY WITH EXISTING ZONING AND PLANS

The EIR will discuss the Project's potential conflicts relating to physical environmental effects with the San Francisco General Plan and its relevant elements. The EIR will also analyze the Project's potential conflicts with the Bay Conservation and Development Commission (BCDC) San Francisco Waterfront Special Area Plan (an element of BCDC's Bay Plan), the BCDC and Metropolitan Transportation

Commission's San Francisco Bay Area Seaport Plan, and the Port of San Francisco Waterfront Land Use Plan (as noted below, under Approvals Required, amendments to these plans would also be required). Other applicable planning documents will be discussed for context, including the Bicycle Plan, Sustainability Plan, Climate Action Plan, and Better Streets Plan, as well as the City's Transit First policy.

The EIR will also discuss the conformance of the Project with the *San Francisco Planning Code*. Inconsistencies with relevant plans or zoning that could result in physical effects on the environment will be analyzed in the applicable environmental topic sections, such as noise and air quality.

## APPROVALS REQUIRED

In addition to zoning approvals, implementation of the Project would require numerous federal, state, and local reviews, permits and approvals. The Project Sponsor and the Port would apply jointly to secure state and regional approvals, as necessary. Existing state, regional, and local plans that would require amendments include:

- BCDC's San Francisco Waterfront Special Area Plan;
- BCDC and Metropolitan Transportation Commission's San Francisco Bay Area Seaport Plan; and
- Port of San Francisco Waterfront Land Use Plan.

Project reviews, permits or approvals from the following agencies are anticipated at this time:

- |   |   |
|---|---|
| • San Francisco Planning Commission                         | • San Francisco Regional Water Quality Control Board  |
| • San Francisco Port Commission                             | • California Department of Finance  |
| • San Francisco Board of Supervisors                        | • Oversight Board of the San Francisco Office of Community Investment and Infrastructure (OCII) |
| • San Francisco Public Utilities Commission                 | • OCII Commission   |
| • San Francisco Department of Public Health                 | • Bay Area Air Quality Management District  |
| • San Francisco Department of Public Works                  | • National Park Service   |
| • San Francisco Municipal Transportation Agency             | • State Historic Preservation Office  |
| • State Lands Commission                                    | • U.S. Army Corps of Engineers  |
| • San Francisco Bay Conservation and Development Commission | • National Marine Fisheries Service   |
| • California Department of Toxic Substance Control          |   |
| • Metropolitan Transportation Commission                    |   |

## SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

The Project may result in significant environmental effects. As required by the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) will be prepared and will examine these effects, identify mitigation measures for potentially significant impacts, and analyze whether proposed mitigation measures would reduce the environmental effects to less-than-significant levels. The EIR will analyze the potential effects of the Project with respect to the environmental topics listed below. Cumulative impacts will also be discussed under each of the environmental topic sections in the EIR. The

EIR will also analyze alternatives to the Project that could substantially reduce or eliminate one of more significant impacts of the Project, but could still feasibly attain most of the major Project objectives.

- Land Use and Land Use Planning
- Aesthetics
- Population, Housing, and Employment
- Cultural and Paleontological Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Utilities and Service Systems
- Public Services and Recreation
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Sea Level Rise
- Hazards and Hazardous Materials
- Mineral and Energy Resources
- Agriculture and Forest Resources

## OTHER CEQA ISSUES

The EIR will also include a discussion of topics required by CEQA, including the Project's growth-inducing impacts, significant unavoidable impacts, significant irreversible impacts, any known controversy associated with the Project and its environmental effects and issues to be resolved by decision-makers.

## FINDING

**This Project may have a significant effect on the environment and an Environmental Impact Report is required.** This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).

## PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and California Environmental Quality Act Guidelines Section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held from **6:00 p.m. to 8:00 p.m. on January 13, 2014 in the Bayside Room at the Port of San Francisco, Pier 1, The Embarcadero**. To request a language interpreter or accommodations for persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting. Written comments will also be accepted at this meeting and until 5:00 p.m. on January 31, 2014. Written comments should be sent to Sarah B. Jones, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 or sent by email to Tania Sheyner, the EIR Coordinator for this Project, at [Tania.Sheyner@sfgov.org](mailto:Tania.Sheyner@sfgov.org).

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the Project. Your agency may need to use the EIR when considering a permit or other approval for this Project. Please include the name of a contact person in your agency.

Notice of Preparation of an EIR  
December 11, 2013

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

Members of the public are not required to provide personal identifying information when they communicate with the Commission and Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Planning Department's website or in other public documents.

December 11<sup>th</sup>, 2013  
Date

Victoria Wise for  
Sarah B. Jones  
Environmental Review Officer