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March 21, 2000

MEMORANDUM

TO: Amy Neches, San Francisco Redevelopment Agency

RE: *Case No. 96.771E, Mission Bay Subsequent EIR, Addendum #1 to the Final EIR Certified September 17, 1998*

FROM:  Paul Deutsch, MEA, 558-5965

THROUGH: Hillary Gitelman, Environmental Review Officer

The Mission Bay Redevelopment Plans were approved by the San Francisco Board of Supervisors in November, 1998, following review and consideration of a Final Subsequent Environmental Impact Report (FSEIR) certified on September 17, 1998. In July, 1999, the City and County of San Francisco approved, as an interim use, creation of parking lots within the Mission Bay South project area to serve Pacific Bell Park for Giants baseball game parking. The parking lots were approved as part of the Ballpark project, for which a Final EIR (96.176E) was certified June 26, 1997. At this time, approval is being sought from the Redevelopment Agency pursuant to Section 303.3(B) of the Mission Bay South Redevelopment Plan for use of Lots A and D for commuter parking as an interim use.

Section 31.35 of the San Francisco Administrative Code states that proposed changes to a proposed project must be re-evaluated and that, "if on the basis of such reevaluation, the Department of City Planning determines that there could be no substantial change in the environmental effects of the project as a result of such modification, this determination and the reasons therefore shall be noted in the case record, and no further evaluation shall be required by this Chapter."

The proposed change to the project has been re-evaluated in the attached Mission Bay FSEIR Addendum #1, pursuant to State California Environmental Quality Act (CEQA) Guidelines Section 15164. As a result of the reevaluation, the Planning Department believes that no new significant impacts would result from the project as now proposed, no important changes in circumstances involving potential significant impacts have occurred since the SEIR was certified in September 1998, and no new information has come to light that would indicate the potential for new significant impacts not discussed in the SEIR.

We would be happy to discuss our conclusions and analysis with Agency staff to assist in your decision with respect to this proposal.

MISSION BAY SUBSEQUENT EIR - ADDENDUM NO. 1 PACIFIC BELL PARK COMMUTER USE PARKING

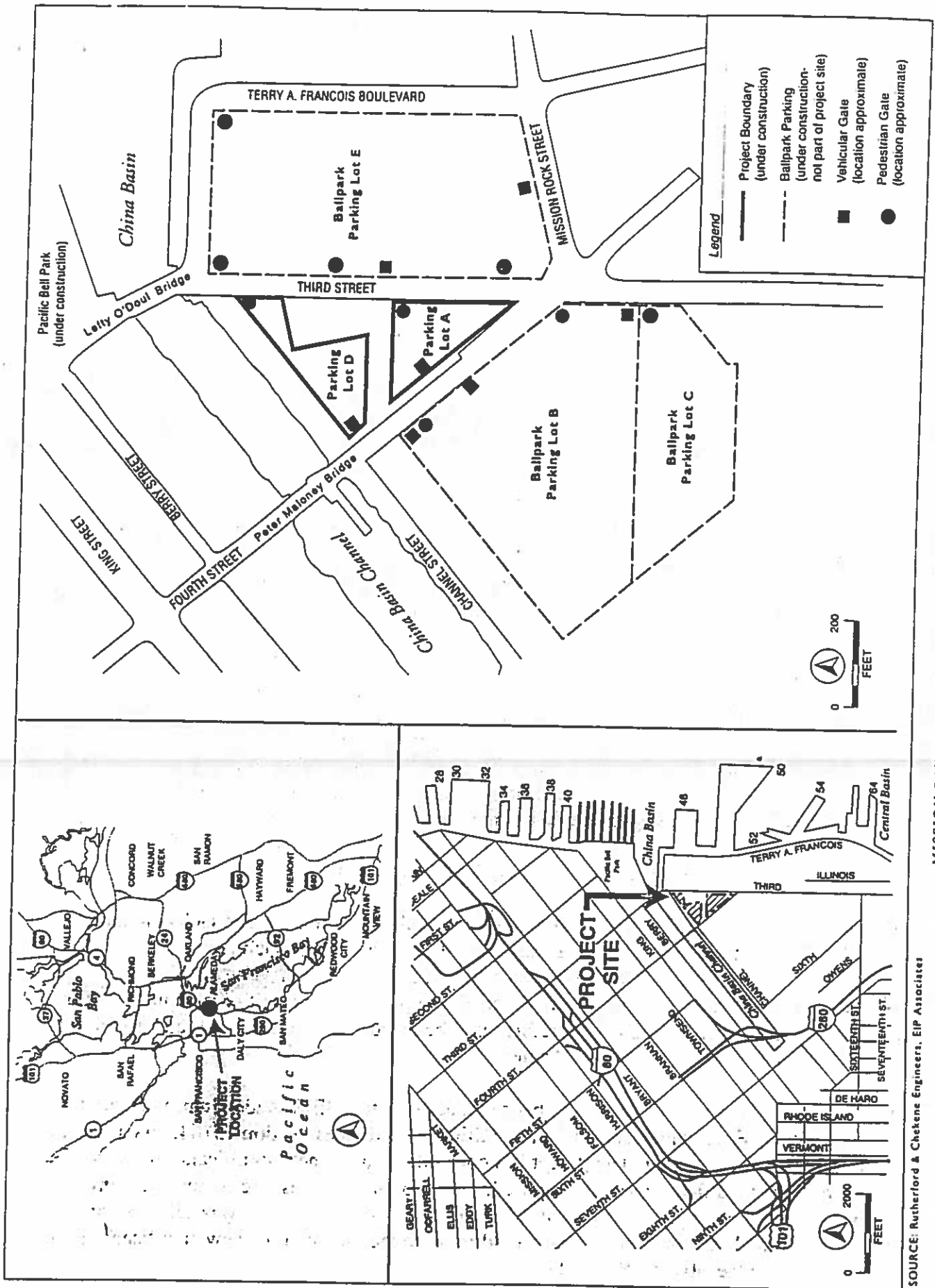
Introduction

Pacific Bell Park, the new home for the San Francisco Giants baseball team, is under construction at China Basin and is scheduled to open in April 2000. Parking lots serving the ballpark are under construction south of China Basin Channel and will accommodate approximately 4,866 parking spaces on about 37 acres of land owned by the Catellus Development Corporation, the Port of San Francisco, and the City and County of San Francisco. China Basin Ballpark Company (CBBC) has leased these parking lots on an interim, 2- to 10-year basis for ballpark parking. Under a sub-lease from CBBC, Imperial Parking, Inc. is the developer and operator of the parking lots. Imperial Parking currently proposes to expand the use of two of the five parking lots, Lots A and D, to commuter parking, with a total of about 356 parking spaces (see Figure 1). Commuter parking is not permitted by prior approvals and requires approval actions at this time.

Development of the ballpark and all five of the surface parking lots was analyzed in the *San Francisco Giants Ballpark at China Basin Final Environmental Impact Report* (Ballpark EIR), certified in June 1997,¹ and approved by issuance of a determination by the Zoning Administrator on September 4, 1997² and adoption of a lease by the San Francisco Port Commission on September 9, 1997. The *Mission Bay Final Subsequent Environment Impact Report*³ (Mission Bay SEIR), certified in September 1998, provided updated data, analysis, and mitigation measures regarding development of four of the five ballpark parking lots (Lots A through D) as interim uses under Section 304.3 of the Mission Bay South Redevelopment Plan. An Addendum to the Ballpark EIR⁴ (Ballpark EIR Addendum No. 3) was prepared in June 1999 to evaluate further the environmental impacts of all of the ballpark parking lots based on more specific information regarding their location, design, and construction, and the nature and extent of soil and groundwater contamination on the parking lot sites. This Addendum No. 1 to the Mission Bay SEIR analyzes a variation in use on two of the parking lots from uses allowed under the Mission Bay South Redevelopment Plan.

Section 31.35 of the San Francisco Administrative Code states that, under such conditions, a proposed project must be re-evaluated and that, "if, on the basis of such reevaluation, the Department of City Planning [Planning Department] determines that there could be no substantial change in the environmental effects of the project as a result of such modification, this determination and the reasons therefore shall be noted in the case record, and no further evaluation shall be required by this Chapter."

The commuter use parking project has been evaluated in this SEIR Addendum, pursuant to State California Environmental Quality Act (CEQA) Guidelines Section 15164. As a result of the evaluation, the Planning Department has concluded that no new significant impacts would result from the modified project as proposed, no important changes in circumstances involving potential significant impacts have occurred since the Mission Bay SEIR was certified, and no new information has come to light that would indicate the potential for new significant impacts not discussed in the Mission Bay SEIR.



MISSION BAY SEIR ADDENDUM: COMMUTER PARKING

FIGURE 1: PROJECT LOCATION AND SITE PLAN

SOURCE: Rutherford & Chetene Engineers, EIP Associates

Pursuant to CEQA Guidelines Sections 15091 (findings), 15092 (approvals) and 15164 (EIR addenda), the decision makers for the additional approval action must consider the information contained in this Addendum, and the Mission Bay SEIR, prior to making a decision on the project.

This Addendum summarizes the conclusions presented in the Mission Bay SEIR, analyzes the proposal in light of that information and other information now available, and concludes that the present proposal is within the scope of those environmental analyses, would not result in any new significant environmental effects, would not trigger any mitigation measures not already being carried out in conjunction with the Ballpark and Mission Bay projects, and does not require additional environmental review.

Project Setting

The parking lots for the ballpark, Lots A, B/C, D, and E are located across from Pacific Bell Park on the south side of China Basin Channel. Lots A and D are the two lots being proposed for use as commuter parking. As shown on Figure 1, Lots A and D are bounded by Third Street, Fourth Street, and China Basin Channel. Access to both lots is from Fourth Street. The nearest freeway access to the parking lots is from either the I-280 King Street or Mariposa Street exits. The project site is well-served by public transit lines, with Caltrain located about one block north across China Basin Channel, a ferry terminal adjacent to the ballpark that is under construction, MUNI Metro along King Street with connections to BART, and MUNI bus routes along Third and Fourth Streets. Lots A and D are within the Mission Bay South Redevelopment Plan Area. Development on these lots is subject to the provisions of the Mission Bay South Redevelopment Plan.

Lots A and D contain approximately 356 total parking spaces on 3.5 acres. Lots A and D are leased by CBBC from Catellus Development Corporation for periods of six and two years, respectively. Imperial Parking is the developer and operator of all five lots and is sub-leasing the land from CBBC.

Transportation Access and Circulation. Figure 1 shows the vehicle entrance/exit gates for each lot. On game days, major entrances will have interior queuing space available so that entering vehicles will wait off the street while parking passes are checked or fees are collected from ballpark patrons. The interior queuing space would not be used on non-game days.

Parking Lot A. A single two-lane vehicle entrance to Lot A will be located on Fourth Street. Vehicles will approach the entrance from either direction and exit through the same gate.

Parking Lot D. Lot D will have one two-lane vehicle entrance located on Fourth Street, just south of the Fourth Street Bridge. Traffic will approach Lot D from the north, crossing the Fourth Street Bridge and turn left into the lot. Traffic approaching from the south will turn right into the lot. Traffic departing Lot D will exit through the same gate and proceed north across the bridge or turn left in the southbound direction on Fourth Street.

Project Description

Non-Game-Day Commuter Parking. Lots A and D are proposed to accommodate everyday commuter vehicle parking. Commuters would park at the lots, then walk or take public transit to their final destinations in the vicinity. The parking lots would have about 356 self-parking spaces available for commuter parking. The parking lots would be open Monday through Friday from 7:00 a.m. to 7:00 p.m. The parking lots may be used by Imperial Parking on the weekends, when there are no weekend games at the ballpark. Ticketing would be handled by automated parking machines at each lot. A minimum of one parking attendant would be staffed at each lot to oversee commuter parking. Attendants would chain the entrances after the last vehicle has left, expected to be between 6:30 p.m. and 8:00 p.m. The lots would not be chained if vehicles are still on the lots. All entrance and exit lanes at each gate would be open during normal operations. No physical changes are proposed to the configuration or construction of the parking lots.

Game-Day Commuter Parking. No commuter parking would be permitted for weekday afternoon games, which will mostly begin at 12:35 p.m. or 1:05 p.m. Available ballpark parking at all of the lots operated by CBBC's contractor, Imperial Parking, will consist of 4,866 spaces. At Lots A and D, which are proposed for commuter parking, a notice would be posted at the pay stations on days prior to games to inform customers of the parking restriction. Only those who present a baseball game parking pass and pay the daily rate would be able to park in Lots A and D before and during games. Thus, on game days, any commuters parking on Lots A and D in the morning would also be ballpark patrons.

For weekday evening games, which will generally begin at 7:15 p.m. or 7:35 p.m., commuters would be allowed to park in Lots A and D during the day. Commuters without a ballpark season parking ticket would be required to exit the lots by 5:00 p.m. after which Imperial Parking would institute a fine of about three or more times the ballpark parking rate. Notification would be posted on the day of games, as well as the day before scheduled games.

Approvals Required. Approval is being sought from the Executive Director of the Redevelopment Agency to allow commuter use for a period of six and two years, for Lots A and D, respectively, under Section 303.3(B) of the Mission Bay South Redevelopment Plan.

Environmental Analysis

The Mission Bay SEIR, certified on September 17, 1998 addressed the potential impacts of interim uses in the Mission Bay South area. This Addendum updates the analysis performed in the Mission Bay SEIR. In addition, relevant portions of the Giants Ballpark EIR and Addenda are summarized and cited in this Addendum. That EIR and its Addenda are hereby incorporated by reference.⁵

Plans, Policies, and Permits. The project site lies within the *Mission Bay South Redevelopment Plan*,⁶ and the land use policies of that plan apply. Lot A is designated "Mission Bay Residential," which permits residential and certain types of retail and office uses as primary uses. Lot D is designated "Hotel," which permits hotel, retail, and entertainment

uses as primary uses. As described in the Mission Bay SEIR, p. V.A.29, Section 303.3 of the Mission Bay South Redevelopment Plan permits interim uses, which are uses that could exist prior to permanent redevelopment according to the land use designations. Interim uses may be authorized by the Executive Director of the Redevelopment Agency upon a determination that such uses would not impede the orderly development of the Mission Bay project area. Parking is one such interim use allowed by the Redevelopment Plan, and year-round commuter parking on those lots would not conflict with the Redevelopment Plan. Use of Lots A and D for ballpark parking is called out specifically in the Redevelopment Plan as an approved use; to allow commuter parking on the same lots, approval would be needed from the Executive Director of the Redevelopment Agency as specified in Section 303.3(B) of the Mission Bay South Redevelopment Plan.

Land Use. The existing land use conditions and circumstances in and adjacent to Mission Bay South have not changed substantially since certification of the Mission Bay SEIR. The parking lots are being constructed for ballpark parking and are scheduled to be completed by April 2000. Use of Lots A and D for commuter parking would attract higher weekday automobile use and would intensify the use of the lots somewhat, beyond use of the lots for ballpark parking about 80 times a year. As discussed in the Mission Bay SEIR on pp. V.B.17-V.B.18, commuter parking lots would experience the most activity during the morning and evening commute hours. Use of the parking lots as commuter parking would not substantially alter the existing character of the area and would not result in any new significant land use impacts not already analyzed in the Mission Bay SEIR.

Visual Quality and Urban Design. The Mission Bay SEIR, p. V.D.15, addresses the visual impacts of the interim parking lots. As explained in the Mission Bay SEIR and Ballpark EIR, mitigation to a less-than-significant level for potentially significant glare from the parking lots limits spill lighting to 0.25 foot-candles or less at 5 feet from the property line of the parking areas (Mitigation Measure D.1, Mission Bay SEIR p. VI.3, and Ballpark EIR p. V.1). This will minimize spill lighting or glare in off-site areas while providing adequate lighting in the parking areas for visibility and safety. Lighting for the parking lots will use high-pressure sodium or metal halide lamps with "sharp cut-off" fixtures having a cut-off angle of 45 degrees. This will achieve the requirement to limit spill lighting to 0.25 foot-candles or less at 5 feet from the property line.

Light fixtures will be operated by automatic photo-electric cells and will turn on whenever it is dark enough, including on non-game days. Commuter parking on Lots A and D would not change the lighting system or level being installed. Therefore, regardless of whether the commuter parking use is approved, the same lighting for the parking lots will occur as with the currently approved ballpark parking use. Therefore, the project would not result in any new significant visual quality, lighting, or urban design impacts not already analyzed and mitigated for in the Mission Bay SEIR, and no additional mitigation would be needed.

Transportation and Circulation. Use of the 356 spaces in Lots A and D for commuter parking for an interim period is discussed on pp. V.E.114 - V.E.115 of the Mission Bay SEIR. As noted there, transportation effects of most interim uses would be less than those described for the Mission Bay project at full build-out. Surveys conducted at other surface parking lots

and garages in the greater downtown area show that about 40% of parked vehicles leave during the p.m. peak hour. Applying this percentage and assuming 100% occupancy of the commuter lots, about 140 vehicles would depart during the p.m. peak hour from the commuter lots. This is about 10 more vehicles than the 131 p.m. peak hour vehicle trips estimated for the hotel use proposed for Lot D alone in the Mission Bay South Redevelopment Plan (see Table V.E.8, p. V.E.62 in the Mission Bay SEIR). Lot A is proposed for residential use, and would contribute additional vehicle trips to the area. Thus, the total number of p.m. peak hour vehicle trips analyzed for the proposed uses in the Mission Bay SEIR is the same as or larger than the number likely to travel from the commuter parking lots. This supports the conclusion in the SEIR discussion of potential impacts of interim uses. Weekend use of the parking lots for non-ballgame parking would contribute traffic to conditions that are substantially less congested than during weekday p.m. peak commute periods analyzed in the Mission Bay SEIR. Therefore, weekend use would not be expected to cause significant traffic impacts not already analyzed in the Mission Bay SEIR.

It is anticipated that the proposed commuter parking facilities would serve the existing and future land uses in the vicinity, primarily north of China Basin Channel, where several new development projects were recently approved and others, including two blocks within Mission Bay North, are under review. The commuter parking facilities would also replace a portion of the parking supply displaced by these new development projects, as well as part of the parking supply temporarily displaced by the Bay Bridge retrofit project. Traffic from the commuter parking lots would be redistributed from other parking lots eliminated by new development, or would be future vehicles assumed to be in the area attracted by new development. Thus, traffic from the parking lots would not be new to key intersections in the area, but would be redistributed within the intersections leading to the lots. Therefore, traffic from the project is already accounted for in the analyses of future conditions in the Mission Bay SEIR. The approximately 140 vehicles exiting the parking lots during the p.m. peak hour would be distributed among several intersections, including Third and Mariposa Streets leading to the Mariposa on-ramp to southbound I-80, Third and King Streets leading north to Bay Bridge on-ramps, and Third or Fourth and King Streets leading to the King Street on-ramp to I-80. Fewer than 75 vehicles from the parking lots would be expected to enter any one of these intersections, and all or most of these vehicles were already accounted for in the intersections, as noted above. The Mission Bay SEIR transportation analysis results show that with full buildout of Mission Bay, these intersections would operate at LOS C or D (see Figure V.E.12, p. V.E.67, and Table V.E.10, pp. V.E.68-V.E.70). Based on the analysis, commuter traffic from the parking lots would not cause new, significant traffic impacts not analyzed in the SEIR.

It is anticipated that a portion of the users of the proposed commuter parking lots would use transit to travel to and from their workplaces. Transit available in the project area includes the MUNI Metro N-Judah line, with stops at the Caltrain terminal at Fourth and King Streets, the 15-Third with a stop at Fourth and Third Streets, and the 30-Stockton, 42-Downtown Loop, and 45/Union/Stockton routes that stop at Fourth and Townsend Streets. MUNI is extending the Metro tracks south to the Bayview/ Hunters Point community, via Fourth Street, a new Owens Street south of China Basin Channel, and Third Street. It will replace the 15-Third diesel bus route, with a stop on Third Street at Mission Rock Street that will serve commuters

parking in Lots A and D. There would be sufficient capacity on existing and planned MUNI service to accommodate the transit passengers generated by the proposed commuter parking lots. As shown in the Mission Bay SEIR, existing-plus-project conditions with full build-out of Mission Bay would not cause any MUNI corridors to exceed its capacity (see pp. V.E.88a - V.E.91). Transit demand from the parking lots would be substantially less than that generated by the Mission Bay development, and thus would not cause new significant transit impacts.

Owens Street will be constructed perpendicular to Third Street between Fourth and Third Streets, between Lots D and A. When this one-block segment of Owens Street is completed in early 2004, the Fourth Street extension to Third Street will be closed. This change will require that vehicle and pedestrian access for Lot A be relocated to either Owens or Third Streets.

Vehicle trip generation from use of Lots A and D for commuter parking would not be large enough to cause traffic to exceed thresholds established in the Mission Bay SEIR and in the Mission Bay North and South Redevelopment Plans and therefore would not trigger any intersection or street segment improvements included in the transportation mitigation measures in the SEIR (see pp. VI.7 - VI.21).

Noise. Noise associated with temporary and interim uses is discussed on p. V.G.25 of the Mission Bay SEIR. As discussed in the Mission Bay SEIR, temporary and interim uses generally would be expected to generate less traffic, and therefore, would have lower traffic noise levels than projected for full build-out of Mission Bay. The Mission Bay SEIR found no significant traffic noise impacts under existing-plus-project or cumulative-plus-project conditions, and found no significant impacts from interim and temporary uses. The existing noise environment and circumstances have not changed substantially since certification of the Mission Bay SEIR. Redistribution of traffic to the commuter parking facilities could increase traffic noise near the lots. However, because the traffic volumes would be less than those analyzed for build-out of Mission Bay, traffic noise levels would be less than those identified in the Mission Bay SEIR on pp. V.G.13 - V.G.18. Therefore, commuter parking would not result in new significant noise impacts.

Air Quality. Air quality impacts associated with temporary and interim uses are discussed on p. V.F.43 of the Mission Bay SEIR. Full build-out of Mission Bay was found to cause a significant unavoidable impact on regional air quality due to new motor vehicle trips generated by the development. Operation of the proposed commuter parking facilities would not generate new vehicle trips in the region. Commuter traffic using the lots would be generated by other (previously approved) development projects and existing uses in the China Basin / South Beach area. This means that emissions associated with commuter trips would minimally change location as vehicles are re-routed to use the lots, but no new emissions would occur. Therefore, the project would have no new significant regional air quality impacts.

Localized air quality levels associated with interim and temporary uses were found by the Mission Bay SEIR to be within those identified for build-out of Mission Bay as long as infrastructure improvements anticipated for Mission Bay were in place. The intersections at Third/King Streets and Fourth/King Streets will receive improvements associated with development of Mission Bay Blocks N1 and N2 within the next two years; therefore, these

intersections will operate at conditions similar to those identified in the Mission Bay SEIR. As discussed above in the Transportation section, redistribution of the traffic caused by operation of the commuter parking facilities would not substantially affect the operating conditions of these intersections. Without the improvements, the Mission Bay SEIR notes that localized carbon monoxide levels could temporarily be greater than those shown in the SEIR until the improvements are made. Because the intersections would operate at conditions similar to those identified in the Mission Bay SEIR, and the SEIR identifies the potential for carbon monoxide levels to be temporarily increased during interim uses, the proposed project would not have new significant air quality impacts not already previously identified.

Contaminated Soils and Groundwater. Contaminated soils and groundwater that could affect human health or the ecological environment are known to be present throughout Mission Bay. The potential impacts of contaminated soil and groundwater on human health and the environment are discussed on pp. V.J.57-V.J.97 of the Mission Bay SEIR. Mitigation measures to reduce these impacts to less-than-significant levels are described on pp. VI.41-VI.45 of the Mission Bay SEIR, and include the development and implementation of a Risk Management Plan. Since certification of the Mission Bay SEIR, a Risk Management Plan has been finalized and approved by the San Francisco Bay Regional Water Quality Control Board. The Risk Management Plan outlines steps to appropriately minimize public health risks from exposure to contaminated soil and groundwater during the pre-development, development, and post-development phases of Mission Bay.

Measures from the Risk Management Plan that apply to the parking lots are being carried out as part of its construction and operation, as well as throughout Mission Bay, and include covering the lots with impervious surfaces, covering landscaped areas with one foot of clean fill, and performing annual inspections for breaches in the asphalt. These measures are designed to reduce health risks to the public, including those who use the parking lots, whether for ballpark parking or commuter parking. Therefore, the project would not result in any new significant impacts due to contaminated soil and groundwater risks that were not already addressed in the Mission Bay SEIR, and no change or addition to the measures in place would be necessary.

Hydrology and Water Quality. Hydrology and water quality impacts of all five of the interim parking lots are discussed on pp. V.K.56-V.K.57 of the Mission Bay SEIR. More detailed drainage plans for the five parking lots developed after certification of the Mission Bay SEIR were evaluated in the Ballpark EIR Addendum No. 3. As analyzed in the Ballpark EIR Addendum No. 3, the parking lots have been designed to minimize the discharge of pollutants into China Basin Channel and San Francisco Bay by directing the majority of annual storm water runoff (occurring during small storms) to the City's combined sewer system for secondary treatment at the Southeast Water Pollution Control Plant prior to discharge. During large storms when the storage capacity of the large-capacity Channel transport/storage box sewer reaches a designated level (about 10 times a year), storm water is redirected to two continuous deflective separation (CDS) treatment units (liquid/solid separator) that remove a large portion of particulates from the storm water, including pollutants that tend to adhere to the particulates. Each CDS unit is also equipped with an oil/water separator bag that serves as

a secondary device for removing oil and grease. Treated storm water is then discharged to China Basin Channel.

Due to the everyday, year-round use of Lots A and D for commuter parking, compared to the relatively limited ballpark-parking-only use, more of the same kind of automobile-related pollutants may be deposited. Imperial Parking would clean or replace the catch basins and oil filters as necessary, in accordance with the requirements of its sub-lease with CBBC. With regard to the volume of storm water runoff from Lots A and D, the proposed additional use of the parking lots for commuter parking would not change the volume because no physical changes are proposed that would alter the impervious surface area of the parking lots. Therefore, the proposed project would not have new significant water quality impacts not already addressed in the Mission Bay SEIR. No additional mitigation would be needed.

Vegetation and Wildlife. The Mission Bay SEIR, pp. V.L.15-V.L.16, discusses the effects on vegetation and wildlife due to storm water runoff from the interim parking lots. The treatment and management of storm water related to Lots A and D would be as discussed above, in Hydrology and Water Quality.

The Ballpark EIR Addendum No. 3, pp. 39-46, further addresses the construction and operation impacts of the ballpark parking lots on the water quality and aquatic ecology of the Channel with regard to litter generated by ballpark patrons. Mitigation measures to control litter are identified in the Ballpark EIR and Addendum. Requirements for regular sweeping and trash pick-up have been included in the sub-lease to Imperial Parking. In addition, construction of the parking lots includes the installation of 42-inch-high fences that will help prevent litter from being blown into the Channel. The proposed change in use of Lots A and D to accommodate commuters would have similar effects on vegetation and wildlife as for ballpark parking only and would be mitigated by the same measures. Therefore, commuter parking on Lots A and D would not have significant vegetation and wildlife impacts that have not already been identified and mitigated.

Community Services and Utilities. The Mission Bay SEIR evaluated sewer system capacity and wastewater treatment needs of interim parking lots on pp. V.M.52-V.M.53. More specific detail regarding the storm water management system of the parking lots was analyzed in the Ballpark EIR Addendum No. 3 on pp. 40-45, as discussed above in Hydrology and Water Quality. Use of Lots A and D for commuter parking would increase daily use of the parking lots, but would not change the surface area or surface permeability of the parking lots. Therefore, the volume of storm water runoff from the project site captured by the combined sewer system would not change under the proposed project and would not affect the capacity of the combined sewer system. The proposed project would not have new significant community services and utilities impacts not already analyzed in the Mission Bay SEIR or in the Ballpark EIR Addendum No. 3.

Other Topics. The project is not expected to have other Business Activity, Employment, Housing, and Population; Seismicity; or Health and Safety effects that were not already analyzed in the Mission Bay SEIR.

Conclusion

Based on the above analysis and discussion, no important revisions are needed in the Mission Bay Final SEIR because no new significant impacts would result from the proposed change to the project; because no substantial changes in environmental circumstances have occurred since the Final SEIR was certified in September 1998; and because no new information has come to light that would indicate the potential for new significant impacts not discussed in the 1998 Final SEIR. Therefore, no further evaluation is required pursuant to San Francisco Administrative Code Section 31.35(d), and no Supplemental or Subsequent EIR is needed pursuant to State CEQA Guidelines Sections 15162 and 15163.

Notes:

1. City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *San Francisco Giants Ballpark at China Basin Final Environmental Impact Report*, Vols. 1-3, Planning Department File No. 96.176E, State Clearinghouse No. 96102056, certified June 26, 1997.*
2. Letter from Robert W. Passmore, Assistant Director of Planning - Implementation (Zoning Administrator) to Douglas Wong, Executive Director, Port of San Francisco, and Don Parker, Senior Vice President, Catellus Development Corporation, re: Mission Bay Temporary Use Application for Interim Ballpark Parking Lots, September 4, 1997.
3. City and County of San Francisco and San Francisco Redevelopment Agency, *Final Mission Bay Subsequent Environmental Impact Report*, Vols. 1-4, Planning Department File No. 96.771E, State Clearinghouse No. 97092068, certified September 17, 1998.*
4. City and County of San Francisco Planning Department, *San Francisco Giants Ballpark at China Basin, Final Environmental Impact Report, Addendum No. 3, Interim Parking Lot Development*, Planning Department File No. 96.176E, State Clearinghouse No. 96102056, June 16, 1999.*
5. City and County of San Francisco Planning Department, *San Francisco Giants Ballpark at China Basin, Final Environmental Impact Report, Addendum No. 3, Interim Parking Lot Development*, Planning Department File No. 96.176E, State Clearinghouse No. 96102056, June 16, 1999.*

City and County of San Francisco Planning Department, *San Francisco Giants Ballpark at China Basin Final Environmental Impact Report, Addendum: Implementation of and Changes to Variant - Passenger Vessel Terminal at China Basin*, Planning Department File No. 96.176E, May 5, 1999.*

City and County of San Francisco Planning Department, *San Francisco Giants Ballpark at China Basin Final Environmental Impact Report, Addendum: Amendment of Conditional Use Authorization to include a new children's playground area*, Planning

Department File No. 96.176E, September 17, 1998.*

City and County of San Francisco Planning Department and San Francisco
Redevelopment Agency, *San Francisco Giants Ballpark at China Basin Final
Environmental Impact Report*, Vols. 1-3, Planning Department File No. 96.176E, State
Clearinghouse No. 96102056, certified June 26, 1997.*

6. San Francisco Redevelopment Agency, *Redevelopment Plan for the Mission Bay South
Redevelopment Project*, adopted November 2, 1998.

* A copy of this document is available for review at the San Francisco Planning Department,
30 Van Ness Avenue, Suite 4150.