



# PLANNING DEPARTMENT

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June 20, 2001

## MEMORANDUM

**TO:** Amy Neches, San Francisco Redevelopment Agency

**RE:** *Case No. 96.771E, Mission Bay Subsequent EIR,  
Addendum #2 to the Final EIR Certified September 17, 1998*

**FROM:** PSD Paul Deutsch, S.F. Planning Department, 558-5965

**THROUGH:** Paul E. Maltzer, Acting 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. The Mission Bay South Infrastructure Plan was approved at that time along with various other documents in furtherance of the Redevelopment Plan. At this time, approval is being sought by Catellus Development Corp. and the S.F. Department of Parking and Traffic for various amendments to the Mission Bay South Infrastructure Plan.

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 Infrastructure Plan amendments involve numerous minor infrastructure changes that do not involve changes to the overall Redevelopment Plans as analyzed in the Mission Bay SEIR, and could not cause new or worsen any already identified significant impacts. Two of the proposed changes are sufficiently substantive to have warranted some additional analysis, described below. The analysis demonstrates that these more substantive changes also would not cause any nor or worse significant impacts beyond those identified in the Mission Bay SEIR.

The S.F. Department of Parking and Traffic (DPT) proposes to modify 7th Street from the adopted Mission Bay South Infrastructure Plan to create bicycle lanes. The DPT bike lane proposal involves one through lane on 7th Street instead of the two lanes assumed and analyzed in the SEIR. A report by DPT, "7th Street Bike Lane Traffic Impact Study," dated June 11, 2001, is the basis for the determination of no new significant impact. The report was independently reviewed and accepted by the Planning Department and is available in the Planning Department's Mission Bay Files (96.771E, located at 30 Van Ness Avenue, Suite 4150).

The South Infrastructure Plan (Exhibit 4) shows two storm drain outfalls to China Basin Channel near Third Street. The proposed modification would relocate one of the outfalls westward to near the head of the Channel. The modification proposed is consistent with the schematic outfall locations described, shown, and analyzed in the SEIR, both for the project as originally proposed and for Mitigation Scenario B (refer to Figure XII.I on p. XII.257 in Volume III, Summary of Comments and Responses). Mitigation Scenario B represents the project as currently proposed. The SEIR analyzes this proposal (pp. III.253-III.277) and concludes (pp. III.276-III.277) that it satisfies mitigation measures K.3 and K.4 and that no significant effects on water quality would result, given other mitigation measures (K.1, K.2 and K.5) that were adopted and which will be implemented.

There are no changed conditions or other factors that would change the SEIR's analysis and conclusions concerning these matters. Therefore it is clear that the proposed Mission Bay South modifications are covered by the Mission Bay SEIR, would not result in any significant impacts, and do not require additional environmental review.