

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 39-2022

Adopted November 1, 2022

ADOPTING ENVIRONMENTAL REVIEW FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT RELATED TO THE APPROVAL OF AMENDMENTS TO THE REDEVELOPMENT PLAN FOR THE TRANSBAY REDEVELOPMENT PROJECT AREA AND DEVELOPMENT CONTROLS AND DESIGN GUIDELINES FOR THE TRANSBAY REDEVELOPMENT PROJECT, THE SCHEMATIC DESIGNS FOR THE DEVELOPMENT OF TWO MIXED-USE RESIDENTIAL PROJECTS ON BLOCK 2 OF ZONE ONE OF THE TRANSBAY REDEVELOPMENT PROJECT AREA, AND RELATED ACTIONS, SUCH ACTIVITIES BEING WITHIN THE SCOPE OF THE PREVIOUSLY-APPROVED TRANSBAY TERMINAL/CALTRAIN DOWNTOWN EXTENSION/ REDEVELOPMENT PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT, A PROGRAM ENVIRONMENTAL IMPACT REPORT, AND ADEQUATELY DESCRIBED THEREIN FOR PURPOSES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; TRANSBAY REDEVELOPMENT PROJECT AREA

- WHEREAS, In furtherance of the objectives of the California Community Redevelopment Law (Health and Safety Code, section 33000 et seq. the “Community Redevelopment Law”), the Redevelopment Agency of the City and County of San Francisco (“Former Agency”) undertook programs for the redevelopment of blighted areas in the City and County of San Francisco (“City”), including the Transbay Redevelopment Project Area (“Project Area”); and,
- WHEREAS, The Board of Supervisors of the City and County of San Francisco (“Board of Supervisors”) approved the Redevelopment Plan for the Transbay Redevelopment Project Area by Ordinance No. 124-05 (June 21, 2005) and by Ordinance No. 99-06 (May 9, 2006), as amended by Ordinance No. 84-15 (June 18, 2015) and Ordinance No. 62-16 (April 28, 2016) (“Redevelopment Plan”); and,
- WHEREAS, The Redevelopment Plan establishes the land use controls for the Project Area and divides the Project Area into two subareas: Zone One, in which the Redevelopment Plan and Development Controls and Design Guidelines for the Transbay Redevelopment Project (as currently amended, the “Development Controls”) regulate land uses, and Zone Two, in which the San Francisco Planning Code regulates land uses. Zone One is intended to be developed with predominantly residential uses. The Successor Agency solely administers and enforces land use entitlements for property and projects in Zone One and has delegated its authority over projects that do not require Successor Agency action in Zone Two to the San Francisco Planning Department pursuant to that certain Delegation Agreement between the Former Agency and the Planning Department for the Transbay Redevelopment Project Area (May 3, 2005); and,
- WHEREAS, On June 15, 2004, the Board of Supervisors affirmed, by Motion No. 04-67, the certification under the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq., and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq. (“CEQA Guidelines,” and collectively “CEQA”)) of the Final Environmental Impact Statement/Environmental Impact

Report ("Final Environmental Document") for the Transbay Terminal/Caltrain Downtown Extension/ Redevelopment Project ("Project"), which included the Redevelopment Plan. Subsequently, the Board of Supervisors adopted, by Resolution No. 612-04 (October 7, 2004), findings that various actions related to the Project complied with CEQA and the Former Agency Commission adopted, by Resolution No. 11-2005 (January 25, 2005), findings and a statement of overriding considerations and a mitigation monitoring and reporting program, adopted in accordance with CEQA. Subsequent to the adoption of the Final Environmental Document and the findings, the Former Agency or the Successor Agency have approved and incorporated nine addenda into the analysis of the Final Environmental Document (as incorporated, the "FEIS/EIR") and made requisite findings under CEQA (findings referenced in this recital collectively referred to as the "CEQA Findings"). OCII staff has made the FEIS/EIR, addenda, and related documents available to the Commission and the public, and these files are part of the record before the Commission; and,

WHEREAS, On February 1, 2012, state law dissolved all redevelopment agencies including the Former Agency and required the transfer of certain of the Former Agency's assets and obligations to the Successor Agency to the Redevelopment Agency of the City and County of San Francisco ("Successor Agency"), commonly known as the Office of Community Investment and Infrastructure ("OCII") (Cal. Health & Safety Code §§ 34170 et seq., "Redevelopment Dissolution Law"). On June 27, 2012, the Redevelopment Dissolution Law was amended to clarify that successor agencies are separate public entities from the city or county that had originally established a redevelopment agency and they succeed to the organizational status of the former redevelopment agency to complete any work related to an approved enforceable obligation, Cal. Health & Safety Code § 34173 (g); and,

WHEREAS, The Board of Supervisors, acting as the legislative body of the Successor Agency, adopted Ordinance No. 215-12 (Oct. 4, 2012), which, among other matters: (a) acknowledged and confirmed that the Successor Agency is a separate legal entity from the City, and (b) established this Successor Agency Commission ("Commission") and delegated to it the authority to (i) act in place of the Former Agency Commission to, among other matters, implement, modify, enforce and complete the Redevelopment Agency's enforceable obligations, (ii) approve all contracts and actions related to the assets transferred to or retained by the Successor Agency, including, without limitation, the authority to exercise land use, development, and design approval, and to approve amendments to redevelopment plans as allowed under the Community Redevelopment Law, as amended by the Redevelopment Dissolution Law, and (iii) take any action Redevelopment Dissolution Law requires or authorizes on behalf of the Successor Agency and any other action that this Commission deems appropriate, consistent with Redevelopment Dissolution Law, to comply with such obligations; and,

WHEREAS, The Successor Agency now proposes to take actions related to Transbay Block 2 within Zone One of the Project Area, an approximately 42,627 square-foot parcel generally located at 200 Folsom Street, bounded by Folsom, Main and Beale Streets and extending approximately 155 feet northwest from Folsom Street (Assessor's Block 3739 Lot 014 ("Block 2" or the "Site"). The actions will facilitate the development of two mixed-use residential buildings as well as related public and private open space and streetscape improvements on Block 2. In accordance with the Development Controls, Block 2 is divided by a 25-foot-wide publicly accessible pedestrian mews running north to south through the center of the Site. The proposed building located to the east of the pedestrian mews includes 184 affordable rental housing units (including one unrestricted manager's unit) that will serve low-income households and formerly homeless households, approximately 1,959 square feet of retail space, and an approximately 6,447 square foot childcare facility (the

“2 East Project”). The proposed building located to the west of the pedestrian mews includes 151 affordable rental housing units that will serve low-income senior households (including one unrestricted manager’s unit), with a portion of units set-aside for occupancy by formerly homeless seniors, and 2,945 square feet of retail space (the “2 West Project”). Together, the 2 East and 2 West Projects comprise the “Block 2 Project”. These actions consist of: (1) amendments to the Redevelopment Plan and the Development Controls, (2) conditional approval of the Schematic Designs for the 2 East and 2 West Projects for the development of the Site, (3) related actions of responsible agencies (collectively, items 1 through 3 are the “Proposed Actions”); and,

WHEREAS, The Successor Agency, as lead agency and in consultation with the San Francisco Planning Department, has prepared Addendum No. 10 to the FEIS/EIR, dated October 26, 2022 (“Addendum,” see Exhibit A). The Addendum evaluates the potential environmental effects associated with approval of the Proposed Actions; and,

WHEREAS, In preparing the Addendum, the Successor Agency used a vehicle-miles-travelled or “VMT”-based approach for analyzing transportation impacts, as directed by Commission Resolution No. 25-2019 (October 15, 2019), which adopted criteria for determining the significance of transportation impacts based on VMT consistent with the Governor’s Office of Planning and Research publication Technical Advisory on Evaluating Transportation Impacts Under CEQA (December 2018) as appropriately modified by discussion of VMT-based significance criteria and methodology for vehicle trips in the San Francisco Planning Department publication Transportation Impact Analysis Guidelines (February 2019), which the Commission found to be in conformance with the requirements of CEQA Section 21099 and CEQA Guidelines 15064.3; and,

WHEREAS, The Successor Agency prepared the Addendum in compliance with CEQA and the Addendum reflects the independent judgment and analysis of the Successor Agency, and the Successor Agency concludes that the Proposed Actions are within the scope of impacts analyzed in the FEIS/EIR and will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that alter the conclusions reached in the FEIS/EIR for the reasons stated in the Addendum; and,

WHEREAS, In making the necessary findings for the Proposed Actions, the Successor Agency considered and reviewed the FEIS/EIR and prepared necessary documents in support of the Addendum, which documents it has made available for review by the Commission and the public, and these files are part of the record before the Commission. Copies of the Addendum and supporting documentation are on file with the Commission Secretary and incorporated in this Resolution by this reference; and,

WHEREAS, Based on the analysis in the Addendum, the Successor Agency concludes that the analyses conducted and the conclusions reached in the FEIS/EIR remain valid and the Proposed Actions will not cause new significant impacts not identified in the FEIS/EIR or substantially increase the severity of previously identified significant impacts, and no new mitigation measures will be necessary to reduce significant impacts. Further, as described in the Addendum, no changes have occurred, with respect to either the development or the circumstances surrounding the development contemplated in FEIS/EIR, that will require major revisions of the FEIS/EIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects, and no new information has become available that shows that the Block 2 Project will cause new or more severe significant environmental impacts. Therefore, no subsequent or

supplemental environmental review is required under CEQA beyond the Addendum to approve the Proposed Actions, the Block 2 Project and other actions necessary for the Block 2 Project; now therefore be it,

RESOLVED, That the Commission has reviewed and considered the FEIS/EIR and associated CEQA Findings as modified by the Addendum and related findings previously adopted by the Former Agency Commission and the Commission, including the statements of overriding considerations and mitigation monitoring and reporting programs, the Addendum including the findings as set forth in the Addendum and the supporting documentation in the Successor Agency's files related to the Addendum. The Commission adopts the findings made in the Addendum; and, be it further

RESOLVED, That the Commission finds and determines that the Project as modified by the Proposed Actions is within the scope of the Project analyzed in the FEIS/EIR (as modified by the Addendum) and requires no further environmental review pursuant to CEQA and the CEQA Guidelines Sections 15168, 15180, 15162, and 15163 for the following reasons:

- (1) implementation of the Proposed Actions does not require major revisions to the FEIS/EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts; and,
- (2) no substantial changes have occurred with respect to the circumstances under which the projects analyzed in the FEIS/EIR will be undertaken that would require major revisions to the FEIS/EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the FEIS/EIR; and,
- (3) no new information of substantial importance to the projects analyzed in the FEIS/EIR has become available, which would indicate that (i) the Project as modified by the Proposed Actions will have significant effects not discussed in the FEIS/EIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the FEIS/EIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the FEIS/EIR.

I hereby certify that the foregoing resolution was adopted by the Successor Agency Commission at its meeting of November 1, 2022.



Commission Secretary

EXHIBIT A: Tenth Addendum to the FEIS/EIR



Addendum to Environmental Impact Report

Date: October 26, 2022

Case No.: 2021-008560ENV

Project Title: Transbay Block 2 Redevelopment Project

EIR Case No.: Case No. 2000.048E

State Clearinghouse No.: 95063004, certified April 22, 2004

Project Sponsors: Office of Community Investment and Infrastructure (OCII)
 Block 2 East: Michael Kaplan, Mercy Housing California;
mkaplan@mercyhousing.com (415.355.7126)
 Block 2 West: Abigail Brown, Chinatown Community Development Center;
abigail.brown@chinatowncdc.org (415.935.2458)

OCII Contact: José Campos, Office of Community Investment and Infrastructure,
jose.campos@sfgov.org (415.749.2554)

Staff Contact: Michael Li, San Francisco Planning Department, michael.j.li@sfgov.org
 (628.652.7538)

DETERMINATION

Based on the analysis included herein, it is concluded that the analyses conducted and the conclusions reached in the final environmental impact statement/environmental impact report (as supplemented by Addendum No. 1 through No. 9, inclusive, the EIS/EIR) for the Transbay Transit Center/Caltrain Downtown Extension/Redevelopment Project certified on April 22, 2004 (and as modified by Addendum No. 1 through No. 9, inclusive, the EIS/EIR Project)^{1,2} remain valid. Revisions to the EIS/EIR Project associated with the proposed project would not cause new significant impacts that were not identified in the EIS/EIR, nor would the proposed project cause significant impacts that were previously identified in the EIS/EIR to become substantially more severe. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the EIS/EIR Project as modified by the proposed project that would cause new or substantially more-severe significant environmental impacts, and no new information has become available that shows that the EIS/EIR Project as modified by the proposed project would cause new or substantially more-severe significant environmental impacts. Therefore, no supplemental environmental review is required beyond this Addendum.

¹ U.S. Department of Transportation, Federal Transit Administration (FTA); City and County of San Francisco; Peninsula Corridor Joint Powers Board; and San Francisco Redevelopment Agency, *Transbay Transit Center/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report and Section 4(f) Evaluation* (March 2004), accessed July 8, 2022, <https://tjpa.org/documents/final-eiseir>.

² Development contemplated for Block 4 was the subject of Addendum No. 9, which was published in June 2022. The Block 4 project has not yet been approved, but this Addendum conservatively considers the Block 4 project as part of the environmental baseline.

I do hereby certify that the above determination has been made pursuant to state and local requirements.



José Campos
Manager of Planning and Design Review
Office of Community Investment and Infrastructure

October 26, 2022

Date of Determination

REMARKS

The Successor Agency to the Redevelopment Agency of the City and County of San Francisco, commonly referred to as the Office of Community Investment and Infrastructure (OCII), proposes to fund and oversee development of two affordable housing developments on Block 2 within the Transbay Redevelopment Project Area (**Figure 1**). To implement this development, OCII proposes an amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area (Transbay Redevelopment Plan) to modify building bulk limitations applicable to Block 2 and an amendment to the Development Controls and Design Guidelines for the Transbay Redevelopment Project Area (DCDG) to modify certain height and bulk restrictions, setback requirements, and other development controls applicable to Block 2. The Transbay Block 2 Project (proposed project) consists of these planning amendments and new construction of two affordable housing developments on Block 2 (including associated approval actions for this construction).

A. PROJECT DESCRIPTION

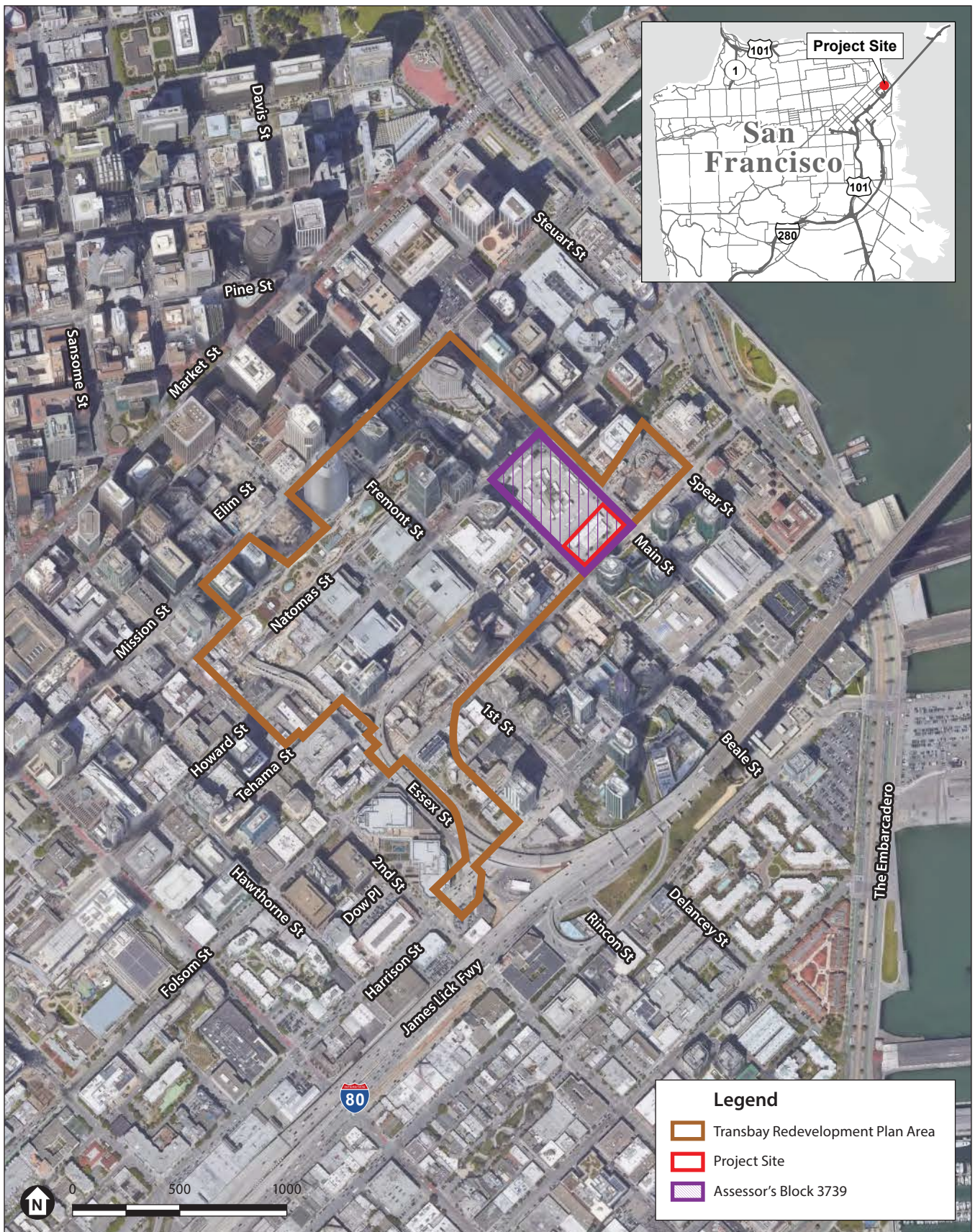
Project Location and Site Characteristics

As shown in **Figure 1**, the approximately 43,000-square-foot project site is located in the northeast portion of San Francisco, generally at 200 Folsom Street, on Assessor's Block 3739, Lot 014 (a portion of former Lot 008), bounded by Main, Folsom, and Beale Streets and extending approximately 155 feet northwest from Folsom Street. The proposed project site formerly contained the Temporary Transbay Terminal, in use until the completion of the Salesforce Transit Center in 2020. The project site contains a single-story bus terminal building (constructed in 2010), bus benches, and small terminal structures.³

Proposed Project

The proposed project includes the demolition of existing structures on the project site, subdivision of the project site into two proportional eastern and western development lots (hereafter referred to as "Block 2 East" and "Block 2 West"), ground leasing of the lots from OCII to the respective affordable housing developers in contract with OCII for development of each lot, and thereafter construction of one new building, with associated infrastructure, on and immediately adjacent to each lot, and necessary project entitlements as described in Tables 1 and 2 and Section E, *Required Project Approvals*, below.

³ Portions of the former Temporary Transbay Terminal are currently in use on an interim basis with a variety of publicly accessible activities, including a beer garden, food trucks, soccer/sports fields, and public art. An outdoor cinema, food and retail kiosks, and a community marketplace have been included on a seasonal basis. These interim uses are expected to continue into 2023.



SOURCE: ICF, 2022

Transbay Block 2 Project

FIGURE 1
PROJECT SITE

Overall, the proposed project includes approximately 308,127 gross square feet (gsf) of building space, including approximately 296,776 gsf of residential space (as further delineated in Table 3), approximately 4,904 gsf of retail space, and approximately 6,447 gsf of childcare space. The proposed project would construct a total of 335 residential units.

As shown in **Figure 2**, the proposed project includes: (a) on Block 2 West, a residential building 85 feet in height with attached low-rise townhomes up to 50 feet tall along Clementina Street; (b) on Block 2 East, a residential building primarily 144 feet in height but extending to approximately 165 feet tall at the southeastern (Folsom Street) side of the building, and with attached low-rise townhomes up to 50 feet tall along Clementina Street; and (c) a pedestrian-oriented open space connecting Folsom Street and Clementina Street constructed on portions of both Block 2 East and Block 2 West. **Figures 3 through 8**, on the following pages, show a level 1 plan, a section of the Block 2 East building, a section of the Block 2 West building, perspectives, and an axonometric view of the proposed project.

Block 2 East

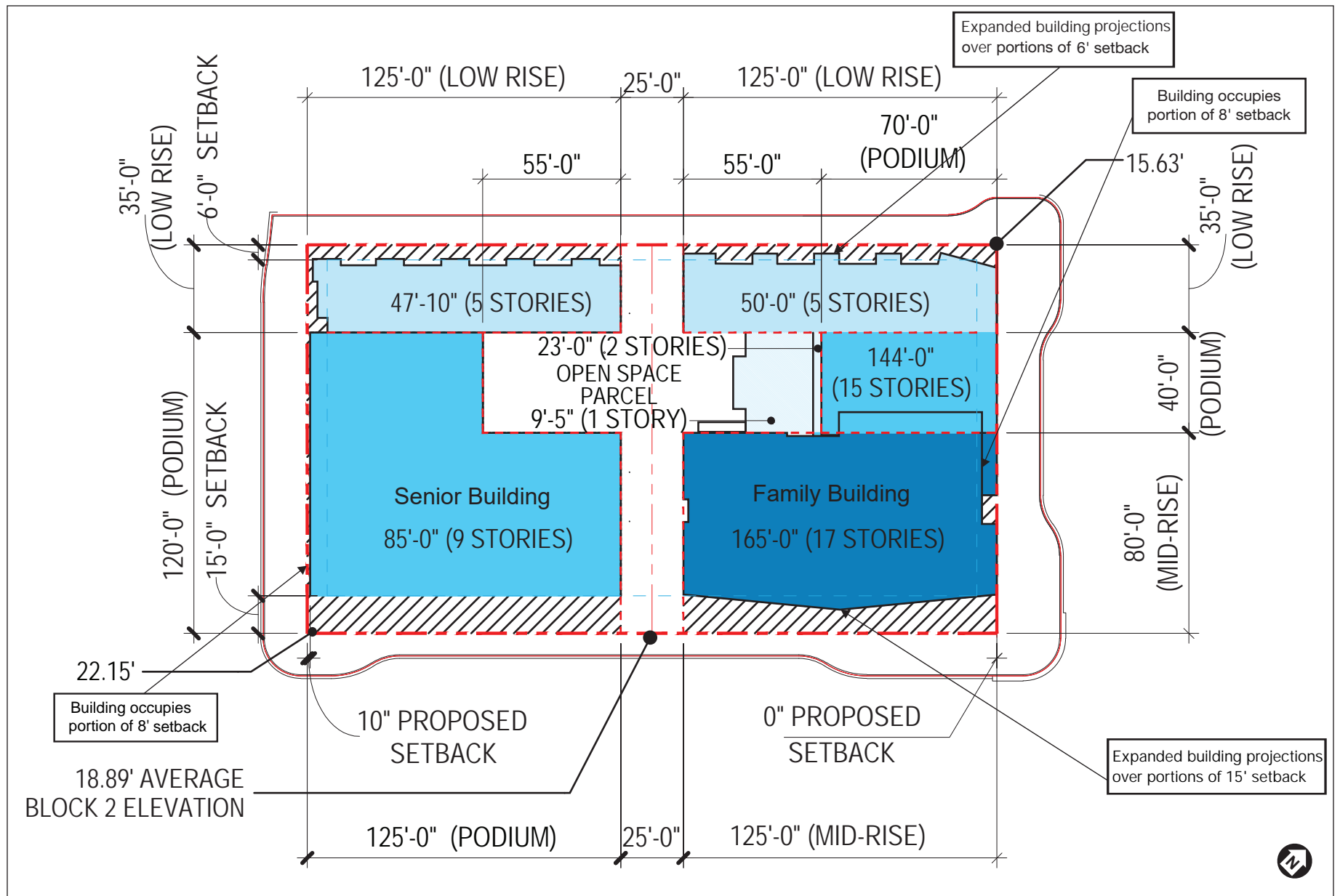
As shown in Figure 3, OCII and Mercy Housing California (Mercy), the affordable developer for Block 2 East, propose to construct an approximately 198,472 gsf residential building containing 184 affordable rental residential units. The building on Block 2 East would be of varying heights, rising from approximately 50 feet in height along Clementina Street to 144 feet/15 stories and finally to 165 feet/17 stories (181.5 feet including rooftop mechanical equipment) at the southeastern edge of Block 2 East, along Folsom Street. This building would also include an approximately 6,447-square-foot childcare center split between the first and second level, a landscaped open space for the childcare facility on floor 2; a bicycle storage room; residential open space roof decks on floors 6 and 16; and approximately 1,959 square feet of ground-floor retail. Block 2 East would contain half of Block 2's 8,275-square-foot ground-level open space parcel as indicated in the DCDG.

Block 2 West

As shown in Figure 3, OCII and Chinatown Community Development Center (CCDC), the affordable developer for Block 2 West, propose to construct an approximately 109,655gsf residential building containing 151 affordable rental units available exclusively as senior housing. The building on Block 2 West would be of varying heights, rising from approximately 50 feet in height along Clementina Street to approximately 85 feet/nine stories (95 feet total, including rooftop mechanical equipment). This building would also include a bicycle storage room, approximately 2,945square feet of ground-floor retail, a community room, and a roof deck on floor 6. Block 2 West would also contain half of Block 2's 8,275 sf ground-level open space parcel as indicated in the DCDG.

Parking and Loading

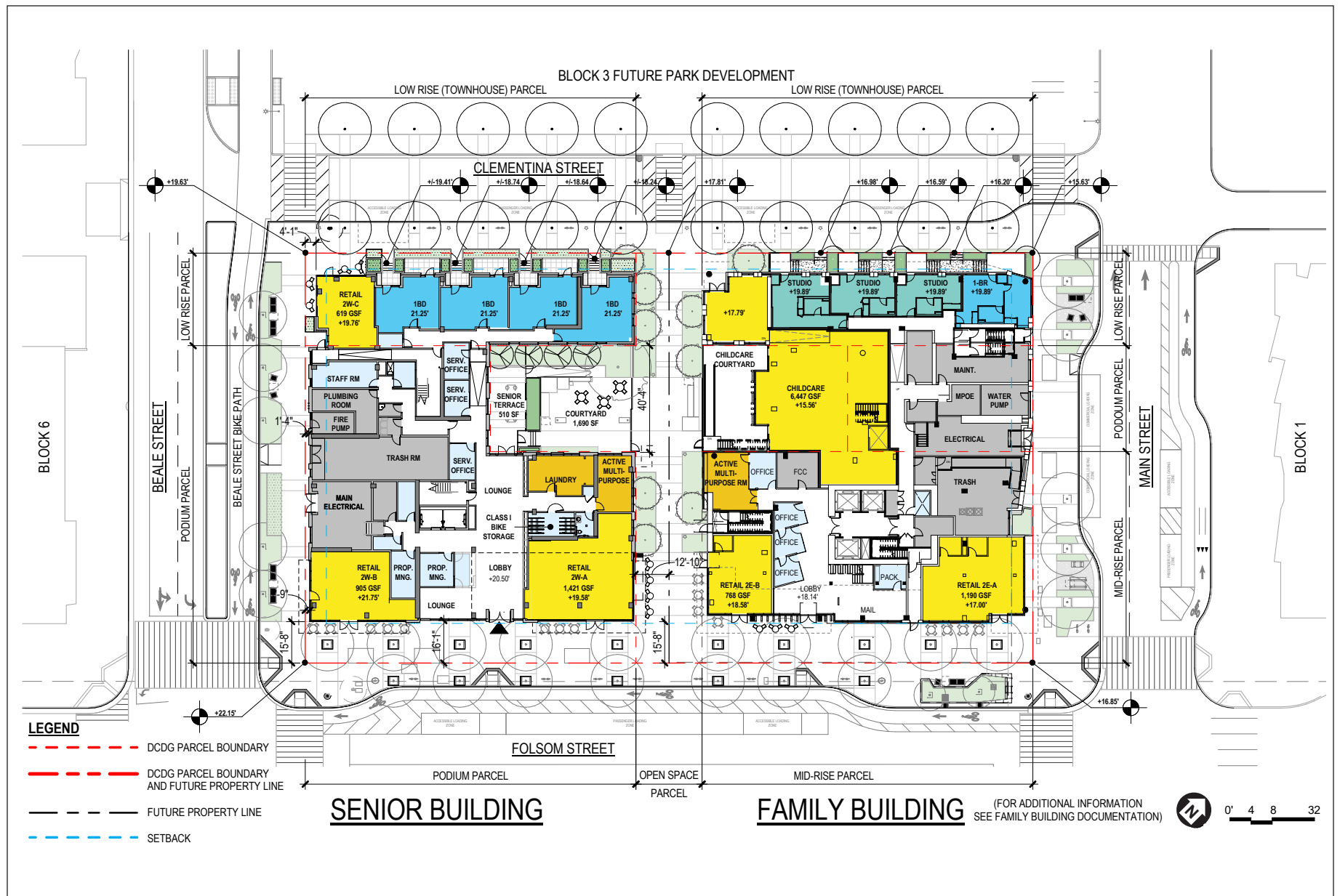
The proposed project would not include off-street vehicular parking. The proposed project would provide 104 class I and 16 class II bicycle parking spaces. The Block 2 East building would provide 92 class I bicycle parking spaces, which would be split between two bicycle storage rooms on the second floor of the building. The Block 2 West building would provide 12 class I bicycle parking spaces in a bicycle storage room located on the first floor. Additionally, there would be 16 class II bicycle parking spaces (bicycle racks) located on sidewalks adjacent to both buildings.



SOURCE: Kennerly Architecture & Planning, August 18, 2022; Mithun, October 21, 2022

Transbay Block 2 Project

FIGURE 2
PROPOSED SITE PLAN



SOURCE: Kennerly Architecture & Planning, August 18, 2022; Mithun, October 21, 2022

Transbay Block 2 Project



SOURCE: Kennerly Architecture & Planning, October 21, 2022

Transbay Block 2 Project

FIGURE 4
PROPOSED BLOCK 2 EAST: FAMILY BUILDING SECTION



SOURCE: Kennerly Architecture & Planning, August 18, 2022; Mithun, October 21, 2022

Transbay Block 2 Project

FIGURE 6
PROPOSED PERSPECTIVE FROM CORNER OF FOLSOM AND BEALE STREETS



SOURCE: Kennerly Architecture & Planning, October 21, 2022

Transbay Block 2 Project

FIGURE 7
PROPOSED PERSPECTIVE FROM THE NORTHEAST, LOOKING SOUTHWEST



SOURCE: Kennerly Architecture & Planning, August 18, 2022; Mithun, October 21, 2022

Transbay Block 2 Project

FIGURE 8
PROPOSED AXONOMETRIC VIEW FROM NORTHWEST

On-street loading zones would be provided on adjacent streets, including Clementina Street, Main Street, and Folsom Street. Block 2 East would have a commercial loading zone along Main Street. The trash pick-up loading areas would be on Beale Street for Block 2 West, and on Main Street for Block 2 East. A passenger/accessible loading zone along Clementina Street would also serve as a child-care loading zone. Additionally, the proposed project includes an accessible loading zone along Folsom Street which would provide access to the lobby and retail areas of both buildings. The proposed project would provide a total of 4 accessible on-street loading spaces, approximately 246 linear feet of on-street passenger loading space, and approximately 54 linear feet of on-street commercial loading space. Passenger and commercial loading would be in effect 24 hours per day, seven days per week.

Streetscape and Circulation

The applicable affordable developer would be responsible for implementing streetscape improvements adjacent to its respective leased portions of the project site between the property line and the curb on Folsom, Beale, and Main streets. The City would implement streetscape improvements beyond the curb as part of separate projects.

The proposed project would include the following streetscape improvements between the property line and the curb:

- **Folsom Street.** An approximately 24-foot-wide sidewalk with an 8-foot-wide pedestrian walkway surrounded by two tree pits (a 4-foot 6-inch tree pit adjacent to the bicycle lane and a 6-foot tree pit on the building side) would be constructed on the north side of the street adjacent to the project site. There would also be a 5-foot-wide minimum active frontage separating the tree pit from the building. A rain garden would also be constructed within the sidewalk near the intersection of Main and Folsom streets.
- **Beale Street.** An approximately 17.5-foot-wide sidewalk with a 9-foot-wide pedestrian walkway and an 8-foot planter would be constructed on the east side of the street adjacent to the project site.
- **Main Street.** An approximately 17.5 to 25.5-foot-wide sidewalk with a 9-foot-wide pedestrian walkway.
- **Clementina Street.** An approximately 12-foot-wide sidewalk, a 6-foot-wide walkway, a 4-foot tree zone, loading zones, travel lanes, and a raised tabletop crosswalk.

As part of other projects previously approved or undergoing separate environmental review, Folsom Street would be improved with new two-way vehicular travel lanes, a westbound bicycle lane with a buffer separating it from the passenger and accessible loading zone. An eastbound bicycle lane and a passenger and accessible loading zone would be provided on the south side of the street. Beale Street would be improved with a two-way cycle track on the east side of the street, and Main Street would be improved with loading zones, two one-way travel lanes, and a bicycle lane on the east side of the street.

Construction

Site Grading and Preparation

Construction would require demolition of existing structures on the project site, including the terminal building at 200 Folsom Street (constructed in 2010) and interim use facilities, if not previously removed, removal of pavement, utility lines, and other below-grade infrastructure in preparation for below-ground excavation. Following excavation, the area below grade would be backfilled using fill consisting of onsite soil or imported soil that is non-corrosive, free of organic matter or other deleterious material, contains no

rucks or lumps larger than 4 inches in greatest dimension, and is approved by the geotechnical engineer. Excavations for utility trenches would require use of a backhoe.

Foundations

Both the Block 2 East and West buildings could be supported by two types of foundation systems: (1) a deep foundation, such as driven/drilled piers or augered piles; or (2) a mat foundation supported by columns. The mat foundation is a type of shallow slab foundation that carries the entire load of the structure and spreads it over the whole area beneath the building. The mat foundation option is the preferred option and would consist of deep soil mix columns or panels,⁴ which would extend through the fill and marine deposits and into competent soils. The mat foundation could also be supported by drilled displacement columns, which use a displacement auger, or drill, to create a soil shaft that is filled with low-strength material while the auger is withdrawn from the hole. Both foundation options would extend to approximately 55 feet below ground.^{5,6}

Construction Schedule

Detailed construction plans have not been finalized. However, based on preliminary plans, it is anticipated that construction on one or both buildings would begin in 2024 and occur over a 24-month period. Both buildings may be constructed simultaneously, or they may be staggered, meaning that the total work period could last up to four years. Work is expected to occur Monday through Friday from 7 a.m. to 8 p.m. On occasion, construction may also take place on weekends on an as-needed basis. Construction staging would occur primarily within the project site but occasionally use portions of the public right-of-way along Folsom, Main, and Beale streets; and possibly Clementina Street. Travel-lane, parking-lane, and sidewalk closures would most likely be needed. During periods of travel-lane and sidewalk closures, wayfinding signs and pedestrian protection would be erected, as appropriate, in accordance with the public works code and the “Blue Book.”⁷

B. TRANSBAY REDEVELOPMENT PLAN AND DCDG AMENDMENTS

Block 2 East Redevelopment Plan Amendment

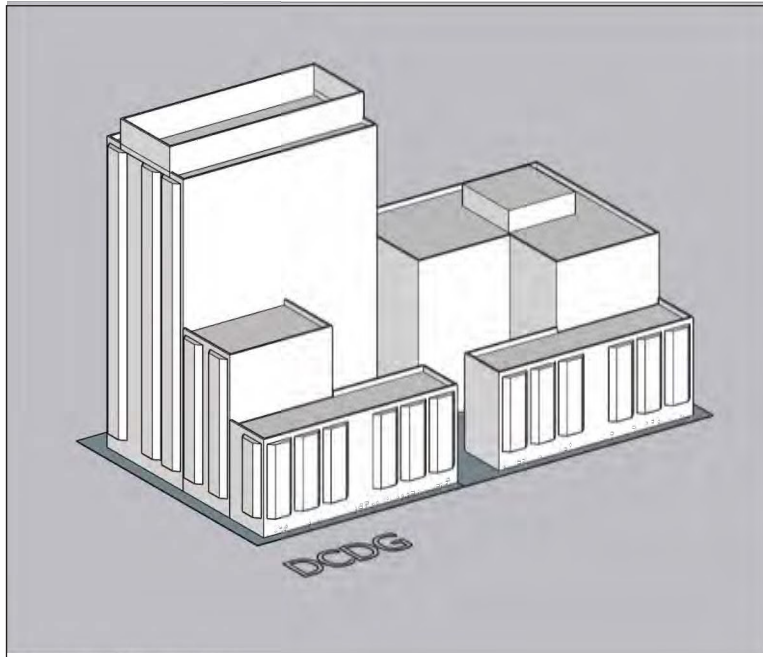
As shown on **Figure 9**, OCII and Mercy would seek an amendment to the Transbay Redevelopment Plan to increase bulk limits applicable to the portion of the Block 2 East building between 85 and 165 feet in height, as described in **Table 1**.

⁴ Deep Soil Mix columns or panels improve the ground by mixing soil and cement in place using a specialized drill rig to create a column or panel of strengthened soil.

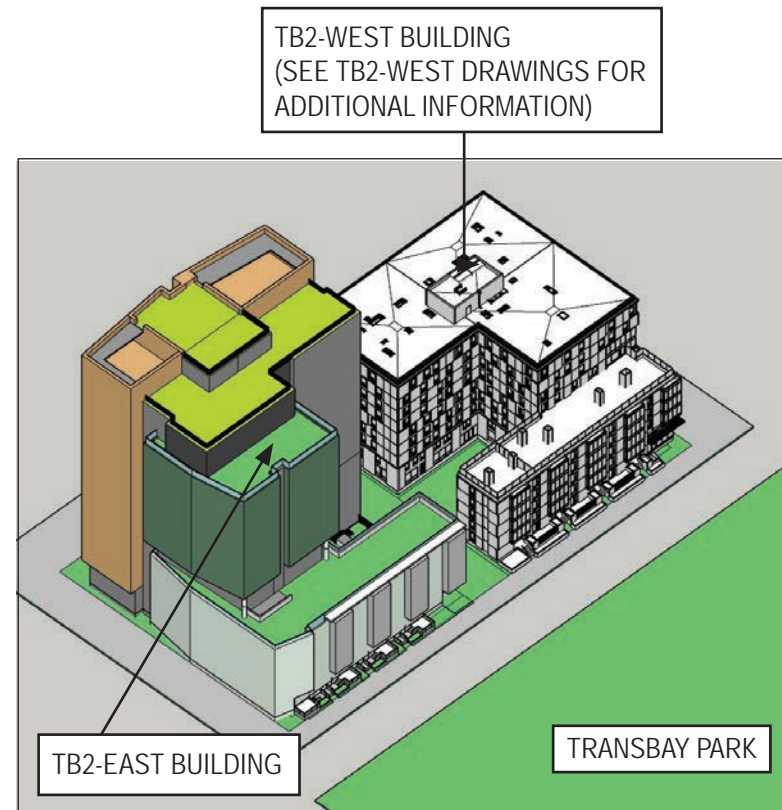
⁵ Langan Engineering and Environmental Services, Inc, *Geotechnical Investigation Transbay Block 2E – Family Building, San Francisco, California* (October 19, 2022).

⁶ Langan Engineering and Environmental Services, Inc, *Geotechnical Investigation Transbay Block 2W – Senior Building, San Francisco, California* (October 19, 2022).

⁷ San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets, 8th edition* (revised October 2021), accessed July 8, 2022, https://www.sfmta.com/sites/default/files/reports-and-documents/2022/05/blue_book_8th_ed_accessible_rev_5-2022_v3.7.4.pdf.



DCDG-Compliant Building Massing



Proposed Block 2 East Building Massing

SOURCE: Kennerly Architecture & Planning, August 18, 2022; Mithun, August 15, 2022

Transbay Block 2 Project

FIGURE 9
COMPARISON OF PROPOSED BLOCK 2 EAST BUILDING AND DCDG-COMPLIANT BUILDING MASSING

Table 1 Transbay Redevelopment Plan Amendment for the Proposed Project

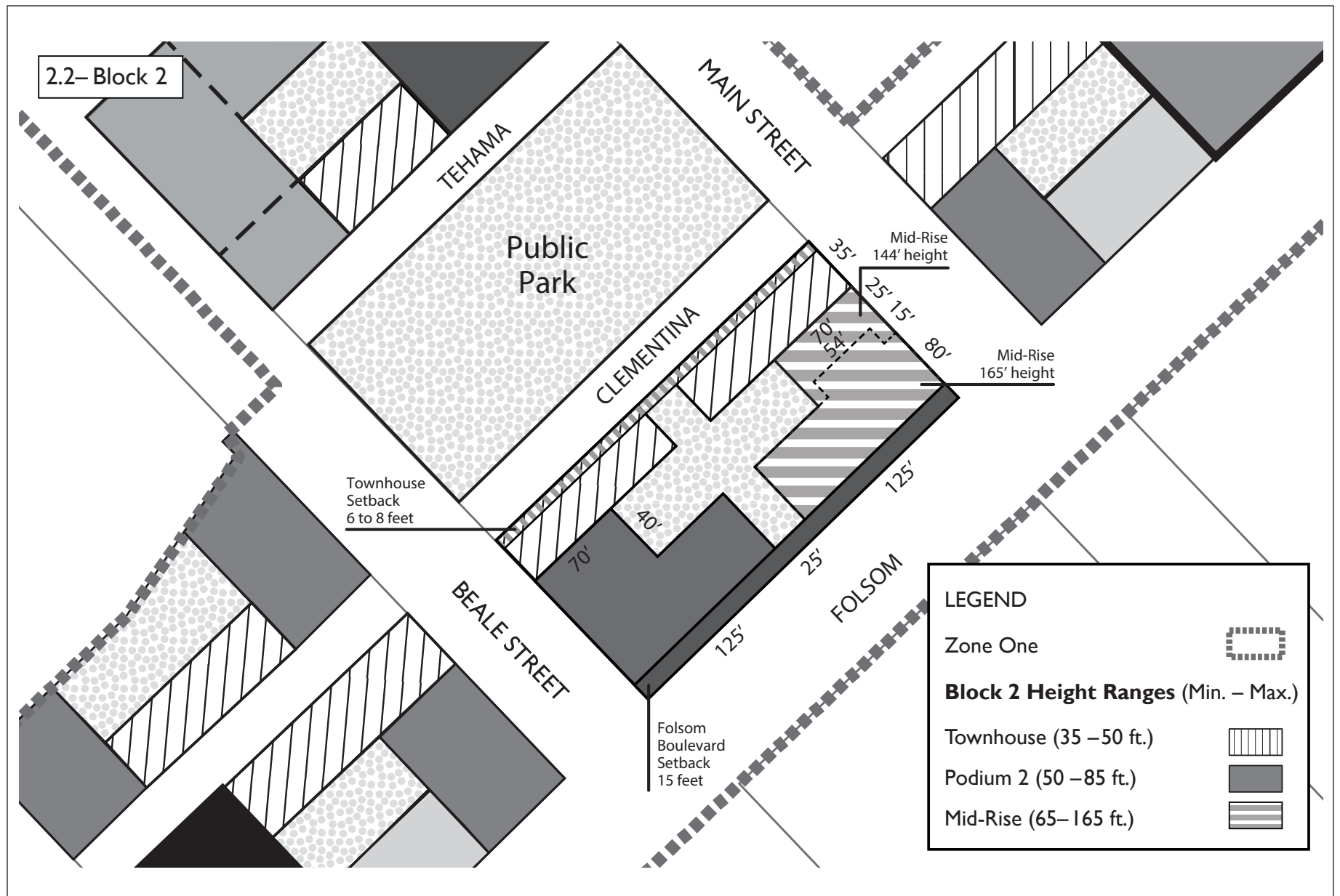
No.	Topic	Plan Standards	Proposed Changes
1	Increase Bulk Limit on Mid-Rise Section (maximum floor plate area)	Maximum floor plate is 7,500 square feet for buildings 85 to 250 feet in height	Maximum Floor Plate Size of 11,100 square feet is permitted for the portion of the building between 85 feet and 144 feet in height and a Maximum Floor Plate Size of 9,200 square feet is permitted for the portion of the building between 144 feet and 165 feet in height.

Block 2 DCDG Amendments

Figure 10 and **Table 2** describe the DCDG amendments required for the proposed project. Figure 10 is the DCDG Amendments, Block 2 Alternative Map, which removes the requirement of 8- to 10-foot Townhouse Setbacks fronting Main and Beale streets, expands the mid-rise parcel and refines the height limits in accordance with the proposed project. **Table 2** shows the text changes proposed by the DCDG amendments.

Table 2 DCDG Amendments for the Proposed Project

No.	Topic	Development Control	Proposed Amendment
Block 2 Alternative Development Controls: Overall Block			
1	Retail Bays	Retail bays must be created every 25 to 35 feet to allow multiple storefronts, even if initial retail tenants occupy more than one bay.	Retail bays must be created every 20 to 35 feet to allow multiple storefronts, even if initial retail tenants occupy more than one bay.
2	Active Ground Floor Uses	Ground floor commercial spaces are required along the Folsom Boulevard frontage, along the retail mews of Block 2, and at the corners of buildings on Howard Street. These commercial spaces must conform to the general standards and guidelines for ground floor retail development below.	The Block 2 mews shall include a mix of retail, childcare and affordable housing supportive service uses.
3	Open Space Parcel Softscape	At least 40% of the shared open space parcel must be softscaped.	At least 19% of the shared open space parcel must be softscape.
4	Open Space Parcel Allocation	A portion of an open space parcel may be reserved for childcare facilities.	The first floor of the eastern building may encroach onto the open space parcel to accommodate childcare services or neighborhood-serving retail. The roof of the encroachment shall be open space.
Block 2 Alternative Development Controls: Townhouse Parcels			
5	Townhouse Floors	The "Maximum Number of Floors" in the Townhouse Parcels shall be four.	The "Maximum Number of Floors" in the Townhouse Parcels shall be five.
6	Townhouse Projections	Projections, either bay windows or those of a purely architectural or decorative character such as cornices, eaves, sills, and belt courses, must meet the dimensional requirements of planning code section 136.	Bay window projection dimensions over the setback on Clementina Street shall not exceed 4 feet in depth and 12 feet in width. The maximum area of any individual projection shall be 48 square feet.
7	Retail Floor Height	Ground floor commercial spaces must have at least 15-foot floor-to-floor heights.	Ground floor commercial spaces with an entrance from a Townhouse Parcel must have at least 11-foot floor-to-floor heights.



SOURCE: OCII, 2022

Transbay Block 2 Project

FIGURE 10
DCDG AMENDMENTS, BLOCK 2 ALTERNATIVE MAP

8	Retail Depth	In order to make commercially viable spaces, the minimum depth of any retail space shall be 30 feet. Exceptions may be made for liner retail designed to wrap around larger floor plate retailers.	Retail spaces fronting Clementina Street shall have a minimum depth of 27 feet.
9	Townhouse Setback Softscape	At least 40% of the front yard setback area for townhouses must be softscaped, and a maximum of 60% of the space may be hardscaped, impermeable surfaces.	At least 24% of the front yard setback area for townhouses must be softscaped, and a maximum of 76% of the space may be hardscaped, impermeable surfaces.
10	Retaining Wall Height	Retaining and/or decorative walls between the right-of-way and front yard setback may not exceed 3 feet in height.	Retaining and/or decorative walls between the right-of-way and front yard setback may not exceed 5 feet 9 inches in height.
11	Townhouse Module Width	Development is to consist of individually accessible townhouse units with a maximum width of 30 feet per unit, facing along alleyways and neighborhood streets.	The 30-foot maximum width of the Townhouse modules shall be applied to the architectural façade expression of the Townhouse Parcel, and not to the interior demising walls of the units.
Block 2 Alternative Development Controls: Podium 2 Parcel			
12	Podium 2 Floors	The “Maximum Number of Floors” in the Podium 2 Parcel shall be eight.	The “Maximum Number of Floors” in the Podium 2 Parcel shall be nine.
Block 2 Alternative Development Controls: Mid-Rise Parcel			
13	Mid-Rise Floor Plate	The “Maximum Floor Plate” area for the portion of the Mid-Rise Building between 85 feet and 250 feet shall be 7,500 square feet.	A “Maximum Floor Plate” area of 11,100 square feet is permitted for the portion of the building between 85 feet and 144 feet in height and a “Maximum Floor Plate” area of 9,200 square feet is permitted for the portion of the building between 144 feet and 165 feet in height.
14	Mid-Rise Maximum Plan Dimension	The “Maximum Plan Dimension” for the Mid-Rise Building shall be 100 feet.	The “Maximum Plan Dimension” for the Mid-Rise Building shall be 125 feet.
15	Mid-Rise Maximum Floor Plate Aspect Ratio	The “Maximum Floor Plate Aspect Ratio” for the Mid-rise Building shall be 1:6.	The “Maximum Floor Plate Aspect Ratio” for the Mid-Rise Building shall be 1:1.76.
16	Mid-Rise Projections	Projections, either bay windows or those of a purely architectural or decorative character such as cornices, eaves, sills, and belt courses, must meet the dimensional requirements of planning code section 136.	Building projection dimensions over the setback on Folsom Street shall not exceed 8 feet 5 inches in depth and 60 feet 4 inches in width. The maximum area of any individual projection shall be 254 square feet.

C. BACKGROUND

On April 22, 2004, the San Francisco Planning Commission and the Transbay Joint Powers Board jointly certified the final environmental impact statement/environmental impact report (Initial EIS/EIR) for the Transbay Transit Center/Caltrain Downtown Extension/Redevelopment Project (Initial EIS/EIR Project),⁸ San Francisco Planning Department (planning department) case number 2000.048E and State Clearinghouse number 95063004. The Initial EIS/EIR Project consisted of: (1) alternative designs for the new Transbay Transit Center (now Salesforce Transit Center); (2) an underground extension to the Caltrain commuter rail system, extending 1.3 miles from its current terminus at Fourth and King streets to

⁸ U.S. Department of Transportation, FTA; City and County of San Francisco; Peninsula Corridor Joint Powers Board; and San Francisco Redevelopment Agency, *Transbay Transit Center/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report and Section 4(f) Evaluation* (March 2004), accessed July 8, 2022, <https://tjpa.org/documents/final-eiseir>.

downtown San Francisco; and (3) transit-oriented land uses in the vicinity of the Transbay Transit Center, providing a mix of residential and commercial space, represented by two redevelopment scenarios for the Redevelopment Project Area ("Full Build" and "Reduced Scope" development alternatives, presenting the reasonable range of development that would occur in the Project Area). The Transbay Transit Center/Caltrain Downtown Extension/Redevelopment Project EIS/EIR has been supplemented with nine addenda issued by the co-lead agencies and/or the responsible agencies administering the Initial EIS/EIR Project (the full document as supplemented by Addendum No. 1 through No. 9 is referred to herein as the EIS/EIR. The project, as modified by Addendum No. 1 through No. 9, is referred to herein as the EIS/EIR Project). Each addenda is described below.

- Addendum 1, adopted in 2006, evaluated height and size changes related to the Transbay Transit Center Building, bus operations, Greyhound operations to the train mezzanine level, changes to a bus ramp, improvements to public access and pedestrian circulation at ground level; and modifications in the construction approach;
- Addendum 2, adopted in 2007, evaluated modifications to the Downtown Extension Project to allow for construction of a future Townsend/Embarcadero/Main loop track and a delay in the timing of construction of tail tracks on Main Street pending the outcome of future rail planning studies to accommodate California High-Speed Rail;
- Addendum 3, adopted in 2008, evaluated changes to the list of properties identified for full acquisition to include 546 Howard Street, which was identified in the Initial EIS/EIR for partial acquisition.
- Addendum 4, adopted in 2008, evaluated modifications to the configuration, boarding platforms and waiting areas, bus staging areas, and street design for the Temporary Terminal;
- Addendum 5, adopted in 2009, evaluated the building design for the Transbay Transit Center and identified additional public right-of-way needed for the facility;
- Addendum 6, adopted in 2011, evaluated design changes associated with the bus ramps connecting the Bay Bridge to the Transbay Transit Center;
- Addendum 7, adopted in 2013, evaluated a reduction in the bus capacity of the Transbay Transit Center from 140 buses to 73 buses, reconfiguration of a sound wall, changes related to signal locations, and changes in on-street parking;
- Addendum 8, adopted in 2016, evaluated a 100-foot height increase for the tower at the eastern edge of the Block 1 site. The tower evaluated in the Addendum was 400 feet tall, compared to the 300-foot-tall tower described in the Initial EIS/EIR. Despite the increase in height, the number of units in the tower was reduced by 140 and the overall square footage was reduced compared to Block 1 in the Initial EIS/EIR;
- Addendum 9, adopted in 2022, evaluated an increase in the maximum height on Transbay Block 4 (Assessor's Block 3739) from 450 feet to 513 feet and changes related to floor plate sizes for particular buildings.

For Assessor's Block 3739 (which includes the Block 2 project site), the land use plan studied in the EIS/EIR identified a development program consisting of primarily residential uses, with some office (under the Full Build Alternative only) and ground-floor retail uses and services. **Table 3** provides an overview of the development on Assessor's Block 3739 as analyzed in the Initial EIS/EIR under the Full Build Alternative and the Reduced Scope Alternative, as well as the proposed development on Block 4 analyzed in Addendum No. 9, and the proposed development on Block 2. As shown in Table 3, the EIS/EIR analyzed development

on Assessor's Block 3739 of up to 1,758,375 gsf of residential space (1,465 dwelling units), 397,360 gsf of office space, and 98,935 gsf of retail space under the Full Build Alternative; and up to 878,400 gsf of residential space (732 dwelling units) and 58,400 gsf of retail space under the Reduced Scope Alternative.

Table 3 Overview of EIS/EIR Full Build Alternative and Reduced Scope Alternative Assumptions Compared to the Proposed Block 4 Project and the Proposed Project

Square Footage	EIS/EIR Full-Build Alternative Assumptions for Assessor's Block 3739	EIS/EIR Reduced Scope Alternative Assumptions for Assessor's Block 3739	Proposed Block 4 (Included in Addendum No. 9)	Proposed Project (Block 2 East)	Proposed Project (Block 2 West)	Total Proposed Development at Blocks 2 and 4^a
Demolition	All existing structures and parking lots on the site	All existing structures and parking lots on the site	All existing structures and parking lots on the site	All existing structures and parking lots on the site	All existing structures and parking lots on the site	—
Land Use Types	Residential, retail, office	Residential, retail, office	Residential, retail	Residential, retail, office, child care	Residential, retail	Residential, retail, office, child care
Residential (number of du)	1,758,375 gsf (1,465 du)	878,400 gsf (732 du)	839,341 gsf (683 du)	190,066 gsf (184 du)	106,710 gsf (151 du)	1,136,113 gsf (1,017 du)
Office	397,360 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf
Retail	98,935 gsf	58,400 gsf	8,389 gsf	1,959 gsf	2,945 gsf	13,297 gsf
Child Care	—	—	—	6,447 gsf	—	6,447 gsf
Total gsf	2,254,670 gsf	936,800 gsf	847,730 gsf	198,472 gsf	109,655 gsf	1,155,857 gsf

SOURCE: Final EIS/EIR; Hines 2020; Mercy Housing 2022; Chinatown Community Development Center 2022.

NOTES:

du = dwelling unit; gsf = gross square feet

a. Block 3, which comprises the remainder of Assessor's Block 3729, is proposed as open space.

On April 22, 2004, the Transbay Joint Powers Authority (TJPA) adopted the Locally Preferred Alternative as its preferred project.⁹ On October 7, 2004, the San Francisco Board of Supervisors adopted Resolution No. 612-04, which adopted CEQA findings for the EIS/EIR Project, including the development capacity identified as the Full Build Alternative in the EIS/EIR.¹⁰ On January 25, 2005, the former Redevelopment Agency of the City and County of San Francisco (Former Agency) adopted Resolution Nos. 11-2005, 15-2005, and 19-2005, which adopted CEQA findings for the EIS/EIR Project, the DCDG and recommended approval of the Redevelopment Plan, respectively.¹¹ On June 21, 2005, and May 9, 2006, the Board of Supervisors adopted the Redevelopment Plan. The Redevelopment Plan sets forth land use and zoning standards as well as public street and streetscape improvements south of the Transbay Transit Center, providing additional office, retail/hotel, and residential development, including affordable housing, in the Redevelopment Project Area. Under the Redevelopment Plan, OCII, as the successor to the Former Agency,

⁹ OCII, Resolution No. 11-2005 (adopted January 25, 2005),

<https://sfocii.org/sites/default/files/Documents/Project%20Areas/Transbay/Resolution%2011-2005.pdf>.

¹⁰ San Francisco Board of Supervisors, Resolution 612-04 (adopted October 7, 2004),

<https://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/resolutions04/r0612-04.pdf>.

¹¹ OCII, Resolution No. 11-2005 (adopted January 25, 2005),

<https://sfocii.org/sites/default/files/Documents/Project%20Areas/Transbay/Resolution%2011-2005.pdf>.

has land use authority over Zone One of the Redevelopment Project Area (see Figure 1) and is the California Environmental Quality Act (CEQA) lead agency for approval actions under the Redevelopment Plan.

The DCDG is a companion document to the Transbay Redevelopment Plan and contains more detailed development requirements and specific design recommendations applicable to Zone One of the Project Area.

The Transbay Redevelopment Plan includes height limits and bulk limits (in the form of maximum and average floor plate area by building height) for each block within Zone One. The DCDG adds further specificity regarding height limits. For Block 2, the Transbay Redevelopment Plan specifies a maximum height of 165 feet, and a maximum floor plate of 7,500 square feet for buildings of 85 to 250 feet in height. The DCDG refines these limitations by establishing 35- to 50-foot height ranges on the northwestern portion of the project site (along future Clementina Street); 65- to 165-foot height ranges at the corner of Folsom and Main streets on the southeastern portion of the project site; and 50- to 85-foot height ranges at the corner of Folsom and Beale streets on the southern corner and along Main Street on the eastern portion of the project site, at the corner of Folsom and Beale streets.¹²

D. REVISIONS UNDER THE PROPOSED PROJECT

The Transbay Redevelopment Plan divides Assessor's Block 3739 into three separate development blocks: Block 2 (fronting Folsom Street),¹³ Block 3 in the center of Assessor's Block 3739 (proposed to include a public park), and Block 4 (fronting Howard Street). The project site, and the focus of this Addendum, includes Block 2 only.

The proposed project includes an increase in bulk/massing on Block 2 from that currently included in the Redevelopment Plan and DCDG, as noted under Section B, *Transbay Redevelopment Plan and DCDG Amendments*, above. Generally summarized, the proposed project would increase the massing of the mid-rise parcel on Block 2 East by expanding it across the "podium 2" parcel, by raising the parcel's height limits from 85 feet to up to 144 feet and 165 feet, and by increasing the maximum floor plate size of that portion of the mid-rise building between 85 feet and 144 feet in height from 7,500 sf to 11,100 sf, and of that portion of the building between 144 feet 165 feet in height from 7,500 sf to 9,500 sf. The proposed project also increases the bulk of all Block 2 buildings by eliminating setback requirements on Main and Beale streets and allowing larger building projections than otherwise allowed under the DCDG. It also increases the number of floors allowed in the townhouse and podium parcels, thereby increasing the number of units. However, the overall buildings sizes and the intensities of land uses of the proposed project are well within that analyzed in the EIS/EIR for the Full Build Alternative. Table 3 provides a comparison between the proposed project and the development assumed for Assessor's Block 3739 analyzed in the EIS/EIR under the Full Build Alternative.

Due to the proposed project's increase in height and bulk compared to the Transbay Redevelopment Plan and DCDG, OCII is seeking amendments to the Transbay Redevelopment Plan and DCDG as well as approval of Schematic Designs for the proposed project and ground leases from OCII to the respective project developers.

¹² San Francisco Redevelopment Agency, *Development Controls and Design Guidelines for the Transbay Redevelopment Project* (amended June 21, 2016), accessed July 8, 2022, https://sfocii.org/sites/default/files/20180906_TB_DCDG_Revision.pdf.

¹³ A Request for Proposals (RFP) was released by OCII in August 2020 for the development of mixed-use affordable family and senior rental housing units at Transbay Block 2.

As discussed above, the Transbay Redevelopment Plan divided Assessor's Block 3739 into three separate areas: Block 2 (fronting Folsom Street), Block 3 (future Transbay Park), and Block 4 (fronting Howard Street). The proposed project would not include any potential development on Blocks 3 or 4. The EIS/EIR assumed a maximum buildout on an assessor's block level as the basis for the impact conclusions. To understand the maximum buildout on Assessor's Block 3739 and whether the proposed project would fall within the development assumptions for Assessor's Block 3739 in the EIS/EIR, the proposed project and the proposed development on Block 4 are presented together in Table 3, which compares the development on Assessor's Block 3739 analyzed in the EIS/EIR under the Full Build Alternative to the proposed development on Blocks 2 and 4. As shown in Table 3, the total proposed development on Blocks 2 and 4 (Block 3 would be a public park) would be within the parameters analyzed in the EIS/EIR under the Full Build Alternative for residential, office, and retail square footage; total square footage; and total number of dwelling units. Therefore, this EIR Addendum will focus on the proposed increases in the floor plate of the Block 2 East building at a mid-rise height of up to 165 feet, compared to that analyzed in the EIS/EIR.

E. REQUIRED PROJECT APPROVALS

As shown in Tables 1 and 2, OCII is seeking an amendment to the Transbay Redevelopment Plan and DCDG; and approval of a ground lease and Schematic Design^{14,15} (which includes all design aspects stated in Section A, Project Description) for the proposed project. The following approvals are required for the proposed project:

OCII Commission

- Redevelopment Plan Amendment
- Report to Board of Supervisors on Transbay Redevelopment Plan Amendment
- DCDG Amendment
- Schematic Design
- Ground Lease
- Development Loan

Planning Commission

- General Plan Consistency Findings – Report and Recommendation to Board of Supervisors

Board of Supervisors (BOS)

- Transbay Redevelopment Plan Amendment
- Property Disposition Report/Findings

F. ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

Approach to Analysis

CEQA Guidelines section 15164 provides that the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions requiring a subsequent

¹⁴ Kennerly Architecture & Planning, *Transbay Block 2 – East Family Building, OCII Schematic Design Report* (October 21, 2022).

¹⁵ Mithun, *Transbay Block 2 – West Senior Building, OCII Schematic Design Report* (October 21, 2022).

or supplemental EIR have occurred. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger preparation of a subsequent EIR, as provided in CEQA Guidelines section 15162, are not present. The following analysis of environmental effects provides the basis for that determination.

In 2005, the Former Agency approved the Redevelopment Plan and DCDG and adopted CEQA Findings for the Full Build Alternative studied under the EIS/EIR (which subsumes development contemplated by the Redevelopment Plan and DCDG). Thus, as a threshold matter, the analysis in this Addendum compares the impacts of the proposed project at Block 2 to those analyzed under the EIS/EIR Full Building Alternative for Block 2, to determine whether subsequent or supplemental analysis is necessary. As a result, CEQA conclusions in this Addendum are based on whether the proposed project would result in new significant impacts that were not identified in the EIS/EIR for the Full Build Alternative, or whether the proposed project could cause significant impacts that were previously identified in the EIS/EIR for the Full Build Alternative to become substantially more severe. As discussed further below, in all cases the proposed project would not cause new significant impacts that were not identified and analyzed in the EIS/EIR, nor would the proposed project cause significant impacts that were previously identified and analyzed in the EIS/EIR to become substantially more severe, nor has new information become available that shows that the Full Build Alternative analyzed in the EIS/EIR, as modified by the proposed project, would cause new or substantially more-severe significant environmental impacts.

In addition to the foregoing, this Addendum provides a detailed analysis of the proposed project as compared to development consistent with the current Redevelopment Plan and DCDG requirements applicable to Block 2, for informational purposes and to further support the conclusions above concerning the adequacy of the EIS/EIR analysis as applied to the proposed project.

The proposed project would not require revisions to the Full Build Alternative considered under the EIS/EIR and adopted by the Former Agency in 2005. The number of dwelling units and the total square footage of the proposed project (together with other planned projects on Assessor's Block 3739), including the square footage of retail uses, would not exceed the assumptions studied in the EIS/EIR Project for Assessor's Block 3739 (Assessor's Block 3739 includes Blocks 2, 3, and 4 in the Transbay Redevelopment Plan). In addition, the proposed project would not cause new significant impacts not identified in the EIS/EIR. Therefore, no new mitigation measures are necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the EIS/EIR Project as modified by the proposed project that would cause significant environmental impacts to which the proposed project would contribute considerably. No new information has become available that shows that the EIS/EIR Project as modified by the proposed project would cause significant environmental impacts that were not previously discussed in the EIS/EIR, that previously examined significant effects would be substantially more severe than shown in the EIS/EIR, that mitigation measures or alternatives that were previously found infeasible are feasible, or that new mitigation measures or alternatives that are considerably different from those in the EIS/EIR would substantially reduce significant impacts.

As a transit-oriented infill project, neither aesthetic nor parking impacts are considered significant impacts on the environment. Therefore, the only CEQA topics that are evaluated further are those related to the additional building bulk: wind and shadow. Wind and shadow studies for the proposed project are included as appendices to the Addendum to the EIS/EIR and are discussed in the subsections below. All other features of the proposed project, including demolition, land use types, building square footage, retail square footage, and the number of dwelling units, in combination with the development program for

Blocks 3 and 4 would be less than the maximum development for Assessor's Block 3739 as analyzed in the EIS/EIR. CEQA topics that were evaluated with respect to those features would not require further analysis because no new or more-severe significant impacts beyond those studied in the EIS/EIR would occur, and no new mitigation measures would be required.

Based on the analysis in the preliminary checklist, no further analysis is required for the following CEQA topics:

- Agricultural and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Transportation
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems

The prior addenda to the EIS/EIR generally covered changes to the transportation infrastructure related to the Transbay Transit Center/Caltrain downtown rail extension (DTX) portions of the EIS/EIR and were administered by the TJPA and the Golden Gate Bridge Highway and Transportation District. In addition, an environmental review document also analyzed transportation infrastructure related to the Transbay Program Phase 2 (i.e., the Transbay Transit Center/Caltrain DTX as well as other transportation improvements and development opportunities associated with the Transbay Program).¹⁶ Moreover, as stated above, the most recent addendum covered changes associated with the increase in height of the tower on Block 4. In November 2018, the Federal Transit Administration, in conjunction with the Federal Railroad Administration and the TJPA, published the Final Supplemental Environmental Impact Statement/ Environmental Impact Report (SEIS/SEIR) to evaluate refinements to the Caltrain DTX component of the Transbay Program. On July 22, 2019, the Federal Transit Administration issued an Amended Record of Decision for the Transbay Program's Final Supplemental EIS/EIR; this document amends the 2005 Record of Decision for the Transbay Program and covers the required environmental analysis of refinements to the DTX and other transportation improvements in the vicinity of the Transit Center. The SEIS/SEIR does not contain information that would alter the determination not to require a subsequent or supplemental EIR in connection with the proposed project, pursuant to CEQA Guidelines section 15164.

Overall land use impacts from the project analyzed in the SEIS/SEIR would be minimal, and none of the proposed components would conflict with any applicable land use, policy, or regulation in the Transbay Program area. The potential above-grade development opportunities analyzed under the SEIS/SEIR would be compatible with the development intensity and uses nearby. The proposed above-grade development would have no shadow impact on any parks under the jurisdiction of the San Francisco Recreation and Park Department (draft SEIS/SEIR, pp. 3.3-20 and 3.3-21.) The SEIS/SEIR notes that the proposed intercity bus facility would occupy the roof level of the Transit Center and, therefore, would be adjacent to the

¹⁶ The Transbay Transit Center/Caltrain Downtown Extension/Redevelopment Project is referred to as the Transbay Program in the SEIS/SEIR.

proposed City Park (now the existing Salesforce Park). However, the elevation of this facility would be only slightly higher than the elevation of the City park (approximately 5 feet) and, therefore, would not cast shadow onto the park that would alter the analysis conducted for the proposed plan amendment and the proposed project.

OCII acknowledges that the COVID-19 pandemic has changed the city's circumstances related to land use, housing, and transportation in the short-term.¹⁷ Although the long-term land use and housing impact of the COVID-19 pandemic cannot be predicted with certainty, it is anticipated that the short-term effects would not substantially alter the broader development patterns anticipated in the City.¹⁸

As discussed in this EIR Addendum, the changes in the proposed project would not require major revisions to the EIS/EIR. The number of dwelling units and the total square footage of the proposed project, including the square footage of retail uses, would not exceed the assumptions studied in the EIS/EIR Project. In addition, the proposed project would not cause new significant impacts not identified in the EIS/EIR. Therefore, no new mitigation measures are necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the proposed project would contribute considerably. No new information has become available that shows that the proposed project would cause significant environmental impacts that were not previously discussed in the EIS/EIR, that previously examined significant effects would be substantially more severe than shown in the EIS/EIR, that mitigation measures or alternatives that were previously found infeasible are feasible, or that new mitigation measures or alternatives that are considerably different from those in the EIS/EIR would substantially reduce significant impacts.

Aesthetics

Analysis in EIS/EIR

The visual and aesthetics analysis in the EIS/EIR anticipated that the EIS/EIR Project would cause a relatively large increase in the number and size of buildings in the Transbay Redevelopment Plan area. The EIS/EIR also found that public views within and across the Transbay Redevelopment Plan area would generally be limited by new development. The EIS/EIR found that new buildings and vehicles would produce additional glare, although it would not be expected to result in a substantial visual change. The EIS/EIR noted that actual development proposals would undergo individual environmental review for aesthetics in subsequent steps of the redevelopment process, if necessary. The EIS/EIR determined that, although the proposed new development would alter the existing aesthetic nature of the area, the visual features that would be introduced by the proposed project are commonly accepted in urban areas and would not substantially degrade the existing visual quality, obstruct publicly accessible views, or generate obtrusive light or glare. For those reasons, no significant impacts were identified, and no mitigation measures were proposed.

¹⁷ The COVID-19 pandemic began in March 2020 and is still ongoing as of the date of publication of this Addendum in October 2022

¹⁸ San Francisco Planning Department, *San Francisco Housing Element 2022 Update, Draft Environmental Impact Report*, Case No. 2019-016230ENV, p. 2-9, <https://citypln-m-extnl.sfgov.org/SharedLinks.aspx?accesskey=0742a3a798d0271ae41dcb51cf929001d75d29d1373a1b42bd4971fb3c76f4a0&VauItGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0>.

Proposed Project and Cumulative Conditions

Under CEQA Guidelines section 21099(d), “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.”¹⁹ Accordingly, aesthetics is no longer considered in determining if a project has the potential to result in significant environmental effects for projects that meet all three of the following criteria:

- The project is in a transit priority area.²⁰
- The project is on an infill site.²¹
- The project is residential, mixed-use residential, or an employment center.²²

The proposed project meets all three of the above criteria because the project (1) is in a transit priority area and is situated 0.3 miles from the Embarcadero BART station, a rail transit station; and 0.1 mile from the Transbay Transit Center, which is a major bus stop because it has a number of routes with service intervals of 15 minutes or less during the a.m. and p.m. peak commute periods; (2) is on an infill site that has been previously developed within an urban area of San Francisco; and (3) is a mixed-use project that includes residential uses. Thus, this section does not consider aesthetics, including the aesthetic impacts of light and glare, in determining the significance of project impacts under CEQA.²³

Wind

Tall buildings and exposed structures can strongly affect the wind environment for pedestrians. A building that stands alone or is much taller than the surrounding buildings can intercept and redirect winds that might otherwise flow overhead and bring them down the vertical face of the building to ground level, where they create ground-level wind and turbulence (variability in wind speed and pressure). These redirected winds, or downwash, can be relatively strong and turbulent, and may in some instances be incompatible with the intended uses of nearby ground-level spaces. Conversely, a building with a height that is similar to the heights of surrounding buildings typically would cause little or no additional ground-level wind acceleration and turbulence. In addition to the localized effects from individual buildings, larger groups of buildings interact with and tend to slow the approaching winds, due to the friction and drag created by the many individual structures. Thus, wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented so that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. In general, new

¹⁹ CEQA Guidelines section 21099(d)(1).

²⁰ CEQA Guidelines section 21099(a)(7) defines a “transit priority area” as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in CEQA Guidelines section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the a.m. and p.m. peak commute periods.

²¹ CEQA Guidelines section 21099(a)(4) defines an “infill site” as either (1) a lot within an urban area that was previously developed; or (2) a vacant site where at least 75 percent of the site perimeter adjoins (or is separated by only an improved public right-of-way from) parcels that are developed with qualified urban uses.

²² CEQA Guidelines Section 21099(a)(1) defines an “employment center” as a project situated on property zoned for commercial uses with a floor area ratio of no less than 0.75 and located within a transit priority area.

²³ CEQA Appendix G includes light and glare under the topic of aesthetics. Therefore, light and glare, in addition to aesthetics, is not a CEQA consideration. To the extent that safety impacts related to light and glare would result from conflicts with vessels navigating in the Estuary, this discussion is included in Section 4.10, *Land Use, Plans, and Policies*.

buildings less than 80 feet in height above ground surface are unlikely to result in substantial adverse effects on ground-level winds such that pedestrians would be uncomfortable. Such winds may occur under existing conditions, but shorter buildings typically do not cause substantial changes in ground-level winds.

Analysis in EIS/EIR

A wind tunnel test was performed for the EIS/EIR Project using conservative assumptions for the EIS/EIR project buildings. The land use program ultimately adopted for the Block 2 site as part of the Full Build Alternative analyzed in the EIS/EIR included two buildings, one with a maximum building height of 165 feet (Block 2 East) and one with a maximum building height of 85 feet (Block 2 West). Both buildings were included in the wind tunnel test prepared for the EIS/EIR. Wind speeds were modeled at 69 locations throughout the Transbay Redevelopment Plan area, including four locations adjacent to the project site. The Full Build Alternative modeling resulted in nine locations exceeding the comfort criterion²⁴ and one location exceeding the hazard criterion.²⁵ None of the comfort or hazard criterion exceedances was located on Block 2 or adjacent blocks. For the purposes of CEQA, a single new exceedance of the hazard criterion is generally considered a significant impact.

Proposed Project Conditions

A wind technical memo was prepared for the proposed project by CPP, Inc., and is included as Appendix A to this Addendum.²⁶ Based on prior wind tunnel testing in the area, the wind memo determined that ground-level winds are primarily caused by downwash and flow channeling of prevailing west through northwest winds. However, the memo also noted upwind buildings to the west through northwest, many of which are substantially taller than the proposed project, help to maintain wind speeds below the wind hazard criterion around the project site. The memo noted that CPP conducted a wind tunnel test for the proposed revised Block 4 project in 2020, which included a 553-foot tower with a 71-foot-tall podium and a 179-foot-tall building with a 116-foot-tall podium and 66-foot-tall townhomes.²⁷ The Block 4 wind tunnel test included measurement locations spanning approximately one block in all directions from the Block 4 site and included a 3-dimensional building model for Block 2 equivalent to the building modeled for Block 2 under the Full Build Alternative in the EIS/EIR wind tunnel testing. The updated wind tunnel test for the revised Block 4 design did not identify any new exceedances of the hazard criterion.

Compared to the Block 2 project analyzed in prior wind tunnel tests for the EIS/EIR and for the updated development program for Block 4, the proposed project would increase the bulk of the Block 2 East mid-rise portion from 7,500 gsf to 11,100 gsf, thereby allowing for a portion of the building that would previously have been limited to 85 feet in height to rise to heights of 144 and 165 feet; project into required setbacks along Folsom, Main, and Clementina streets; and use a portion of the required mid-block open space to satisfy open-space requirements for the childcare center within Block 2 East. The memo found that the increase in bulk of the mid-rise portion of the Block 2 East building and the concomitant increase in height of the former podium section could result in slightly increased wind activity at ground level.

²⁴ The comfort criterion in planning code section 148 is defined as equivalent wind speeds of 7 miles per hour (mph) in public seating areas, and 11 mph in areas of substantial pedestrian use, not to be exceeded more than 10 percent of the time year-round between 7 a.m. and 6 p.m. Equivalent wind speed is defined as the hourly wind speed adjusted to incorporate the effects of gustiness.

²⁵ The hazard criterion in planning code section 148 is defined as 26 mph, or when based on one-minute averages, as is the case for the comfort criterion, this criterion is increased to 36 mph.

²⁶ CPP, Inc., *Massing Changes and Expected Impact for Transbay Block 2* (March 22, 2022).

²⁷ CPP, Inc., *Pedestrian-Level Winds Report: Wind Tunnel Tests for Transbay Block 4* (July 14, 2020).

However, the memo determined that “due to the shelter provided by the surrounding buildings, these winds are not expected to exceed the wind hazard criterion, nor significantly change wind comfort conditions at grade within publicly assessable areas when compared to the previous wind tunnel test results for the Transbay Block 4 development.” Accordingly, no new hazard exceedances are anticipated and the proposed changes would be unlikely to meaningfully alter wind conditions in the vicinity of the project site.

As stated earlier, wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented so that a large wall catches a prevailing wind. The wind memo further noted that the proposed project also includes several design features that would be expected to intercept downwashing winds from resulting in increases in ground-level wind speeds. These include the townhomes along Clementina Street and the position of the Block 2 West building, which would intercept prevailing winds from the west.

Therefore, as stated in the wind technical memo, the proposed changes to the Transbay Block 2 development program are unlikely to substantially change wind comfort conditions in the vicinity of the project site. Moreover, the one hazard criterion exceedance identified in EIS/EIR wind tunnel testing (test point 57), is approximately 1,600 feet southwest of the project site and on the opposite (southwest) side of Rincon Hill. Accordingly, the proposed project would not affect winds at this location. In summary, no substantial change in the proposed project, change in circumstances, or new information of substantial importance has been identified that indicates that more significant effects than those originally analyzed in the EIS/EIR would occur; and no further analysis is required.

Cumulative Conditions

The Block 4 wind analysis tested a cumulative configuration that included the following cumulative development projects in addition to existing buildings within 2,000 feet of the Block 4 site: Oceanwide Center (50 1st Street), 519 Mission Street, Parcel F (542-550 Howard Street), Transbay Block 8, 325 Fremont Street, Folsom Bay Tower (280 Spear Street), Block 4, and the Block 2 project as defined in the Transbay Redevelopment Plan. The cumulative configuration resulted in a net decrease of eight locations exceeding the comfort criterion compared to then-existing conditions, and no exceedances of the hazard criterion. Therefore, the wind analysis concluded construction of future buildings reduces wind speeds by providing additional shelter, particularly along Folsom Street.

As stated above, the proposed changes to the Transbay Block 2 development program were determined by the wind consultant to be unlikely to substantially change wind comfort conditions in the vicinity of the project site.²⁸ This is due to the several design features that would be expected to intercept downwashing winds from resulting in increases in ground-level wind speeds. In addition, it was determined that, due to the distance between the proposed project and test point 57 in the EIS/EIR wind tunnel test, the proposed project would have no effect on the one test point that exceeded the hazard criterion. Therefore, the proposed project, in combination with cumulative projects, would not result in a new significant effect that was not originally analyzed in the EIS/EIR; and no further analysis is required.

²⁸ CPP, Inc., *Massing Changes and Expected Impact for Transbay Block 2* (March 22, 2022).

Shadow

In an urban environment, shadow is a function of the height, size, and massing of buildings, topography, trees, other elements of the built and natural environments, and the angle of the sun. The angle of the sun varies with the time of day (from rotation of the Earth) and the change in the season. Longer midday shadows are cast during the winter (when the midday sun is lowest in the sky), and shorter midday shadows are cast during the summer (when the midday sun is higher in the sky). At the time of the summer solstice (approximately June 21 of every year), the midday sun is highest in the sky. The longest day and shortest night occur on this date. Conversely, the shortest day and longest night occur on the winter solstice (approximately December 21 of every year). The vernal/autumnal equinoxes (when day and night are equal in length) represent the halfway point between solstices. Therefore, measuring shadow lengths during the summer and winter solstices captures the extremes for the shadow patterns that occur throughout the year.

CEQA review in San Francisco is concerned with the shadow impacts of a proposed project on open spaces and recreation facilities near a project site. Therefore, existing publicly accessible open spaces and recreation facilities near the project site that could potentially be affected by the proposed project are described below.

The potential extent of shadow impacts of the proposed project is based on a digital shadow analysis prepared by an independent consultant that shows the extent of project shadow on existing publicly accessible open spaces near the proposed project at representative times of the year—generally, the solstices and equinoxes to bracket the impacts—throughout the day between one hour after sunrise to one hour before sunset.²⁹ Planned open spaces are also discussed for informational purposes.³⁰

Analysis in EIS/EIR

The EIS/EIR included a shadow analysis performed in accordance with CEQA and San Francisco Planning Code section 295. The methodology analyzes the potential shadow impacts of the Full Build Alternative on public parks and open spaces as a percentage of theoretical annual available sunlight (TAAS) consumed. TAAS is a measure of the square-foot-hours (sfh) of sunlight that would theoretically be available at a given park or open space during a typical year, assuming that it is sunny during all daylight hours and no shadow is being cast by existing or proposed buildings. Under the section 295 methodology, the first hour of the day after sunrise and the last hour before sunset are excluded from TAAS calculations.

The EIS/EIR shadow analysis found that the Reduced Scope Alternative, Full Build Alternative, and Design for Development Vision would not cast shadow on any parks or open spaces subject to section 295.³¹ Other public parks and open spaces not under the jurisdiction of the San Francisco Recreation and Park Commission were also evaluated for potential impacts under CEQA. The EIS/EIR indicated that some publicly accessible open spaces would see a reduction in sunlight during certain periods of the day and year, but that additional shading would not amount to a significant impact requiring mitigation measures. The EIS/EIR required all subsequent development projects in the Transbay Redevelopment Area to undergo a shadow analysis.

²⁹ Fastcast, *Shadow Analysis Report, Transbay Block 2, San Francisco, CA* (August 2022).

³⁰ Open spaces that do not currently exist are not part of the existing setting and thus are not subject to CEQA review.

³¹ Section 295 of the planning code applies only to public parks and open spaces that are under the jurisdiction of the San Francisco Recreation and Park Commission. Furthermore, The planning code is not applicable to projects within Zone One of the Redevelopment Project Area. Thus, the methodology and criteria of section 295 are reflected in this analysis only for consistency with previous analysis performed under the EIS/EIR, not to imply substantive applicability to the proposed project.

As described under Approach to Analysis above, the impacts of the proposed project are within those analyzed under the EIS/EIR for the Full Build Alternative adopted by the Former Agency. In addition, the Redevelopment Plan and DCDG provide legislated development requirements and specific design recommendations that apply to all development within the Transbay Redevelopment Project Area, which result in less overall development than the Full Build Alternative. However, because the proposed project proposes revisions to the Redevelopment Plan and DCDG that will allow slightly greater development at Block 2, the shadow analysis for this Addendum also analyzed the incremental increase in shadow impacts from the proposed project compared to anticipated development under the existing DCDG. For this analysis, a significant shadow impact would occur under CEQA if a project were to create new shadow in a manner that would substantially affect outdoor recreation facilities or other public areas.³²

Proposed Project Conditions

Information supporting this analysis of shadow impacts is included in Appendix B of this Addendum.

The shadow report shows that two existing privately owned public open spaces would be shaded by the proposed project. The affected privately owned public open spaces (POPOS) are the Main Street Plaza and Urban Park. The future publicly accessible open space would be constructed on Block 3 of the Transbay Redevelopment Plan Area and is currently referred to as Transbay Park. No public open spaces under the jurisdiction of the Recreation and Parks Commission would be affected by shadow from the proposed project.

The discussion below analyzes impacts of the proposed project on the two existing open spaces. Fastcast conducted site visits to the potentially affected open space at 211 Main Street Plaza and Urban Park to observe and establish current usage of each for purposes of this analysis. Because the future Transbay Park does not yet exist, net new shadow as a result of the proposed project could not result in a significant adverse impact on this future open space under CEQA. Therefore, the analysis of shadow on the future Transbay Park is presented for informational purposes at the end of this section.

Main Street Plaza

Main Street Plaza, constructed in 1973, is an approximately 0.25-acre POPOS located between buildings at 211 and 221 Main Street, as well as between the 211 Main Street building and the Main Street sidewalk. The plaza provides a mid-block pedestrian passageway between the two buildings, facilitating access, in conjunction with other POPOS, between Main Street and the waterfront to the east. The Main Street entry to the plaza has two concrete benches along with three planters that double as seating and landscaping. The eastern side of the plaza provides an expansive fenced play area for children. The park currently receives most sunlight in midday and afternoon hours throughout the year. The plaza is used primarily for

³² Prior to 2019, the CEQA significance criterion for shadow was similar to the criterion used under planning code section 295 to determine if net new project shadow would have an adverse impact on the use of any property under the jurisdiction of the San Francisco Recreation and Park Commission. The section 295 criterion includes the consideration of the quantity of net new project shadow (i.e., the number of square-foot-hours of shadow expressed as a percentage of the total amount of annual sunlight on the affected park[s]). In 2019, the San Francisco Planning Department revised the CEQA significance criterion for shadow to focus less on the quantitative aspect of analyzing shadow impacts under section 295. Under the revised CEQA significance criterion, a project would result in a significant shadow impact if it would create new shadow that would substantially and adversely affect the use and enjoyment of publicly accessible open spaces. OCII acknowledges and accepts the use of the revised CEQA significance criterion for the analysis of the proposed project's shadow impact. For consistency with prior addenda to the EIS/EIR, quantitative information regarding the proposed project's shadow is included in this analysis.

passive activity by nearby office workers and as a pedestrian passage between Main and Spear streets; and experiences its maximum use around lunchtime.

As shown in **Table 4**, implementation of the Block 2 development as envisioned in the DCDG would increase shadow on the Main Street Plaza by 0.72 percent of TAAS (from 59.73 to 60.45 percent). Implementation of the proposed project would increase shadow on the plaza by 0.13 percent of TAAS (from 60.45 to 60.58 percent), as compared to the DCDG-compliant building massing. The proposed project's net new shadow would represent a 0.85 percent increase compared to existing conditions.

Table 4 Existing, DCDG-Compliant Massing, and Proposed Project Shadows on Affected Open Spaces

	Main Street Plaza (POPOS)	Urban Park (POPOS)	Future Transbay Park ^a
Total Shadow from Existing Buildings	59.73%	65.12%	41.15%
Existing Buildings + DCDG-Compliant Massing			
Total Shadow from Existing Buildings + DCDG-Compliant Massing	60.45%	65.32%	46.92%
Increase Due to DCDG-Compliant Massing Under Existing Baseline	0.72%	0.20%	5.77%
Existing Buildings + Proposed Project			
Total Shadow from Existing Buildings + Proposed Project	60.58%	65.37%	47.72%
Increase Due to Proposed Project Using Existing Baseline	0.85%	0.25%	6.57%
DCDG-Compliant Massing Compared to Proposed Project			
Additional Increase Due to Proposed Project Beyond Increase Due to DCDG-Compliant Massing	0.13%	0.05%	0.80%

SOURCE: Fastcast 2022.

NOTES:

a. The Future Transbay Park is analyzed for informational purposes only. Since the Future Transbay Park is not an existing park, shadow from the proposed project could not result in an impact under CEQA (see Informational Discussion of Future Parks and Open Spaces at the end of this section).

Net new shadow from the proposed project would occur on the Main Street Plaza in the morning and midday in the winter. At 10:45 a.m. on December 6 and January 4, the plaza would receive the most net new shadow. The DCDG-compliant massing would shade the plaza an average of 1 hour 34 minutes daily, while the proposed project would result in an average daily shadow of 1 hour 51 minutes.

The largest net new shadow, in terms of area of the plaza covered, would occur in the morning in late fall and early winter at about 10:45 a.m. On a daily basis, new shadow would reach this open space between mid-fall and mid-winter for an average of about 2 hours per day, and up to a maximum of 2 hours and 15 minutes in late fall and early winter. The proposed project's shadow would only increase shadow on this plaza by a minor amount compared to the DCDG-compliant massing. New shadow would affect the plaza in the fall and winter around lunchtime, during the time of day when the plaza experiences its highest usage; at other times of day, including the morning period when the plaza would be most affected by new shadow, this plaza is generally used as a pedestrian passage between Main and Spear streets. People walking or traveling through an area are not particularly sensitive to shadow, and do not require sunlight, as is the case with more passive uses like sunbathing, picnicking, sitting, or reading. Because most users of this park are walking or otherwise moving between one location and another, they would not be adversely affected by new shadow in the way that more passive recreational uses could be. Moreover, after

implementation of the proposed project, the plaza would continue to offer pedestrians a path between two buildings from Main Street to Spear Street. Therefore, net new shadow would not substantially or adversely affect the use and enjoyment of this space. This impact would be less than significant and would not result in any new impacts not previously identified in the EIS/EIR.

Urban Park

Urban Park, built circa 2020, is located at the northwestern corner of Howard and Main streets, is a 0.4-acre POPOS. The open space is mostly paved, and contains benches, artificial grass berms, lighting, and landscaping. The park currently receives sunlight in midday hours but is completely shaded by existing buildings in the morning and afternoon.

As shown in Table 4, implementation of the Block 2 development as envisioned in the DCDG would increase shadow on Urban Park by 0.20 percent of TAAS (from 65.12 to 65.32 percent). Implementation of the proposed project would increase shadow on Urban Park by an additional 0.05 percent of TAAS (from 65.32 to 65.37 percent), as compared to the DCDG-compliant building massing. Implementation of the proposed project would thus result in a 0.25 percent increase over existing conditions.

Net new shadow from the proposed project would affect this park in the morning in late fall and early winter. On the winter solstice, net new shadow from the proposed project would affect Urban Park from about 8:30 a.m. to 9 a.m. Because this park would be substantially shaded by existing buildings when shadow from the proposed project would reach the park, the daily duration of shadow under the DCDG-compliant massing and proposed project would be the same. The DCDG-compliant massing and proposed project would have a daily duration of net new shadow on the park for a maximum of 1 hour, 3 minutes around the winter solstice, with the average daily duration being about 42 minutes.

Park users likely use this park for eating, sitting, reading, and walking. Because park usage is typically lighter in the morning and late afternoon in fall and winter than during midday hours in the summer, new shadow would likely not be noticeable to park users. As a result, net new shadow would not substantially or adversely affect the use and enjoyment of this space.

As stated above, both the proposed project and the DCDG would include smaller buildings than under the EIS/EIR Full Build Alternative. Therefore, this impact would be less than significant and would not result in any new impacts not previously identified in the EIS/EIR.

Cumulative Conditions

As shown in the shadow diagrams in Appendix B, cumulative shadow would affect the Main Street Plaza from about 3 to 5 p.m. on the summer solstice, from 4 to 5 p.m. on the spring/fall equinoxes, and from about 11 a.m. to 12 noon on the winter solstice. As shown in **Table 5**, development of cumulative projects would increase shadow on the Main Street Plaza by 4.39 percent of TAAS.

Regarding cumulative effects on Urban Park, cumulative shadow would affect the park from 12 to 1 p.m. on the summer solstice. Shadow would recede from the park after 1 p.m. and would not affect the park for the rest of the day. On the spring/fall equinoxes, cumulative shadow would affect Urban Park from about 10 a.m. to 1 p.m. On the winter solstice, cumulative shadow would affect Urban Park from 8:20 a.m. until 12 noon. As shown in Table 5, development of cumulative projects would increase shadow on Urban Park by 14.94 percent of TAAS.

While cumulative shadow would represent a substantial increase in shadow on these open spaces, particularly on Urban Park, the proposed project would contribute less than 1 percent of net new shadow under the cumulative scenario to either park. These open spaces are primarily used by people walking, either for exercise, leisure, commuting, or walking a pet. In addition, these open spaces are located in Downtown San Francisco, which contains the tallest buildings citywide, and thus, the greatest extent and duration of shadow within the public realm citywide. Because these open spaces are partially shaded for most of the day by existing buildings, park users would be accustomed to shadow, and would not be adversely affected by net new shadow under the cumulative scenario when using these open spaces. Furthermore, the types of uses commonly seen at these open spaces (people walking), could occur when the park is shaded. Therefore, while the cumulative shadow impact would be significant, the proposed project would not make a cumulatively considerable contribution to the cumulative impact. The proposed project's cumulative impact would be less than significant and would not result in any new cumulative impacts not previously identified in the EIS/EIR.

Table 5 Existing and Cumulative Shadows on Affected Open Spaces

	Main Street Plaza (POPOS)	Urban Park (POPOS)	Future Transbay Park ^a
Total Shadow from Existing Buildings	59.73%	65.12%	41.15%
Existing Buildings + Cumulative Development			
Total Shadow from Existing Buildings + Cumulative Development	64.12%	80.06%	48.00%
Increase Due to Cumulative Development Under Existing Baseline	4.39%	14.94%	6.85%
SOURCE: Fastcast 2022.			
NOTES:			
a. The Future Transbay Park is analyzed for informational purposes only. Since the Future Transbay Park is not an existing park, shadow from the proposed project could not result in an impact under CEQA (see Informational Discussion of Future Parks and Open Spaces at the end of this section.			

Informational Discussion of the Future Parks and Open Spaces

As stated earlier, because the future Transbay Park does not yet exist, it is not part of the baseline environmental conditions against which proposed project impacts are compared. Therefore, net new shadow as a result of the proposed project could not result in a significant adverse impact on this future open space under CEQA.

Future Transbay Park

The future Transbay Park on Block 3 of the Transbay Redevelopment Plan Area would be an approximately 1.1-acre public park located between Block 2 (project site) and Block 4 of the plan area. The future park space would occupy land that was used as the temporary Transbay Terminal while the Salesforce Transit Center was being built. The design and programming of this park are still under development and have not yet been finalized, but the park is anticipated to include the following features:

- **Main Deck:** The main deck size and placement is intended to take advantage of its year-round sunny location within the park. Its programming could range from larger social events, such as group exercise or neighborhood picnics, to more solitary ones like sunbathing, reading, or viewing the meadow from various seating locations.

- Habitat Meadow Area, Exploration Area, and Central Deck: these areas are located in the center of the park and feature walking paths, boulders, benches, and a deck at the center.
- Flexible Plaza: this area is located between the stewardship building and the meadow and provides a transition from the urban street edge to the habitat meadow. This space would include movable furniture and seat walls.
- Stewardship Building: this building anchors the west side of the park along Beale Street. The building would include storage and maintenance space for the San Francisco Department of Recreation and Parks and the East Cut Community Benefit District; and would also include an all-gender restroom adjacent to the playground.
- Playground: The playground would be a multilevel playground that would feature a saucer swing, waterfowl play structure, toddler swing, picnic tables, a deck, and other recreational features.
- Dog Relief: the dog relief area would be located along Main Street and would feature a permeable surface material and an automatic irrigation system for daily cleaning.

As shown in Table 4, implementation of the Block 2 development as envisioned in the DCDG would increase shadow on the future Transbay Park by 5.77 percent of TAAS (from 41.15 to 46.92 percent). Implementation of the proposed project would increase shadow on the future Transbay Park by 0.80 percent of TAAS (from 46.92 to 47.72 percent), as compared to the DCDG-compliant building massing. With implementation of the proposed project, the park would be shaded 47.72 percent of TAAS, which would be a 6.57 percent increase over existing conditions.

Net new shadow from the proposed project would affect this park in the morning from about 7 a.m. until about 11 a.m. year-round. In late fall and winter (from late October through December), new shadow from the proposed project would also affect this future park during morning and midday hours, from around 8 a.m. to 1 p.m., with shadow during at least part of the noon hour between late August and late April.

In fall, spring, and summer, new shadow would primarily affect the park from one hour after sunrise to just before midday. The affected areas would include the stewardship building, playground, and flexible plaza. In winter, new shadow would affect both the east and west portions of the park until about 11 a.m. On the winter solstice, between 11 a.m. and 1 p.m. new shadow would cover the southeastern portion of the park, which is anticipated to be a grove of trees; however, in terms of area covered, more project shadow would fall on the park on the fall equinox than on the winter solstice. Once the trees mature, this area may ultimately be shaded by future trees and the proposed project.

The main deck, located in the northeast corner of the park, has been designed and programmed to take advantage of its sunny location within the park. This area would be programmed to accommodate passive activities such as sunbathing, reading, or viewing the meadow from various seating locations.

Because the park has been designed and programmed to take advantage of sunlight, park users are expected to use the main deck when sunlight is available and use other portions of the park when shaded. Activity areas such as the playground, flexible plaza, habitat meadow area, exploration area, and central deck are intended to be used for active uses such as playing, exploring, or socializing, which are less dependent on sunlight. Moreover, since shading would occur mostly in the morning, when park usage is anticipated to be lower than during midday or afternoon hours, net new shadow would not be expected to substantially or adversely affect the use and enjoyment of this space.

Future Pedestrian MEWS/Required Open Space

Similar to the Future Transbay Park, the future pedestrian mews does not yet exist, and thus it is not part of the baseline environmental conditions against which proposed project impacts are compared. Therefore, net new shadow as a result of the proposed project could not result in a significant adverse impact on this future open space under CEQA.

The proposed project includes an approximately 3,900-square-foot privately owned publicly accessible pedestrian mews, which is a shared mid-block pedestrian walkway running between the Block 2 East and West buildings and connecting Folsom Street and Clementina Street (and the future Transbay Park). This walkway would be shaded year-round by the proposed project and the DCDG-compliant massing. This space is anticipated to be used by pedestrians traveling through the space who are not typically as sensitive to shadow as people sunbathing, sitting, reading, or eating. Therefore, new shadow would not be expected to substantially or adversely affect the use and enjoyment of this space.

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**Attachments to Exhibit A to Resolution No. 39-2022
Meeting of November 1, 2022**

**Addendum 10 to the Transbay Terminal/Caltrain Downtown
Extension/Redevelopment Project Final Environmental Impact
Statement/Environmental Impact Report**

- Appendix A: [Wind Technical Memorandum](#)
 Appendix B: [Shadow Analysis Report \(Part 1\)](#)
 Appendix B: [Shadow Analysis Report \(Part 2\)](#)

**Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact
Statement/Environmental Impact Report (2004)**

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**Attachments to Exhibit A to Resolution No. 39-2022
Meeting of November 1, 2022**

Volumes

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Volume III	Written Comments

Mitigation Monitoring and Reporting Program

[Addendum 1 \(June 2, 2006\)](#)

[Addendum 2 \(April 19, 2007\)](#)

[Addendum 3 \(January 17, 2008\)](#)

[Addendum 4 \(October 3, 2008\)](#)

[Addendum 5 \(April 9, 2009\)](#)

[Addendum 6 \(December 8, 2011\)](#)

[Addendum 7 \(May 2013\)](#)

[Addendum 8 \(January 14, 2016\)](#)

[Addendum 9 \(June 13, 2022\)](#)

[Board of Supervisors Resolution No. 612-04 \(October 7, 2004\)](#)

[San Francisco Redevelopment Agency Commission Resolution No. 11-2005 \(January 25, 2005\)](#)