

File No. 220836 Committee Item No. 7
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS
AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date September 19, 2022

Board of Supervisors Meeting Date _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
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OTHER (Use back side if additional space is needed)

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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>OCII Reso No. 18-2022 062122</u> |
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>OCII Reso No. 20-2022 062122</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Referral PC 072022</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>PC Transmittal 081822</u> |
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Completed by: Erica Major Date September 15, 2022

Completed by: Erica Major Date _____

1 [Zoning Map - Transbay Block 4 Redevelopment Project]

2

3 **Ordinance amending the Zoning Map of the Planning Code to facilitate development of**
 4 **the Transbay Block 4 Redevelopment Project (located on the south side of Howard**
 5 **Street between Beale and Main Streets) by increasing height limits; adopting findings**
 6 **under the California Environmental Quality Act; making findings of consistency with**
 7 **the General Plan, and the eight priority policies of Planning Code, Section 101.1; and**
 8 **making public necessity, convenience, and general welfare findings under Planning**
 9 **Code, Section 302.**

10 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
 11 **Additions to Codes** are in *single-underline italics Times New Roman font*.
 12 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.
 13 **Board amendment additions** are in double-underlined Arial font.
 14 **Board amendment deletions** are in ~~strikethrough Arial font~~.
 15 **Asterisks (* * * *)** indicate the omission of unchanged Code
 16 subsections or parts of tables.

14

15 Be it ordained by the People of the City and County of San Francisco:

16

17 Section 1. General Findings.

18 (a) The proposed project on Block 4 of the Transbay Redevelopment Project Area
 19 (Assessor's Parcel Block No. 3739, Lot 010) (the "Project") consists of a multi-part, mixed-
 20 use, mixed income residential development. Transbay Block 4 is an approximately 45,375
 21 square foot site along the south side of Howard Street between Beale Street and Main Street.
 22 The tower portion of the Project would extend to a height of 513 feet.

23 (b) The Project is within Zone One of the Redevelopment Plan for the Transbay
 24 Redevelopment Project Area ("Redevelopment Plan"). Within Zone One, the land use
 25 regulations of the Redevelopment Plan are applicable.

1 (c) This ordinance is related to two companion ordinances: (1) an amendment to the
2 Redevelopment Plan that would increase the height limit for Block 4 from 450 feet to 513 feet
3 to accommodate the proposed Project (the “Plan Amendment”); and (2) an amendment to the
4 Transit Center District Plan, a Sub-Area Plan of the Downtown Plan, to modify the Transit
5 Center District height map to accommodate the proposed Project (the “General Plan
6 Amendment”). The companion ordinances are on file with the Clerk of the Board of
7 Supervisors in File Nos. 220914 and 220858, respectively.

8 (d) This ordinance would amend the Zoning Map to conform the Zoning Map with
9 the height limit specified in the Redevelopment Plan Amendment and the General Plan
10 Amendment.

11
12 Section 2. Environmental and Planning Code Findings.

13 (a) On April 22, 2004, after a duly noticed joint public hearing with the Peninsula
14 Corridor Joint Powers Board (the “JPB”), in Motion No. 16773, the Planning Commission
15 certified as adequate and complete the final Environmental Impact Statement/Environmental
16 Impact Report (“EIS/EIR”) for the Transbay Terminal/Caltrain Downtown
17 Extension/Redevelopment Project (Planning Department Case No. 2000.048E) in accordance
18 with the California Environmental Quality Act (California Public Resources Code Sections
19 21000 et seq.), the CEQA Guidelines (Cal. Code of Regulations Title 14, sections 15000 et
20 seq.), and Chapter 31 of the San Francisco Administrative Code. Said Motion is on file with
21 the Clerk of the Board of Supervisors in File No. 041079 and is incorporated herein by
22 reference.

23 (b) On April 20, 2004, in Resolution No. 45-2004, the former San Francisco
24 Redevelopment Agency (“Former Agency”), at a duly noticed public hearing, also certified the
25

1 Final EIR and made findings similar to those of the Commission and JPB in regard to CEQA
2 and the CEQA Guidelines.

3 (c) In Resolution No. 612-04, effective October 7, 2004, the Board of Supervisors
4 adopted findings that various actions related to the Transbay Terminal/Caltrain Downtown
5 Extension/Redevelopment Project complied with CEQA. Said Resolution and the CEQA
6 Findings are on file with the Clerk of the Board of Supervisors in File No. 041079 and are
7 incorporated herein by reference.

8 (d) Subsequent to the State of California's dissolution of the Former Agency and the
9 transfer of certain of the Former Agency's assets and obligations to the Successor Agency to
10 the Redevelopment Agency of the City and County of San Francisco ("Successor Agency,"
11 commonly known as the Office of Community Investment and Infrastructure), the Board of
12 Supervisors, acting as the legislative body of the Successor Agency, established the
13 Successor Agency Commission ("OCII Commission") and delegated to it the authority to
14 approve all actions related to the Successor Agency's assets, including the authority to
15 exercise land use and development approval.

16 (e) The Successor Agency, as lead agency under CEQA and in consultation with the
17 Planning Department, prepared Addendum No. 9 to the FEIS/EIR, dated June 13, 2022
18 ("Addendum"). The Addendum evaluates the environmental effects of the Project.

19 (f) On June 21, 2022, after a duly noticed public hearing, the OCII Commission
20 considered various approvals related to the Project, and by Resolution No. 18-2022,
21 determined that: the Project would not cause new significant impacts that were not identified
22 in the EIS/EIR; the Project would not cause significant impacts that were previously identified
23 in the EIS/EIR to become substantially more severe; no new mitigation measures would be
24 necessary to reduce significant impacts; no changes have occurred with respect to
25 circumstances surrounding the Project that would cause significant environmental impacts to

1 which the Project would contribute considerably; and no new information has become
2 available that shows that the Project would cause significant environmental impacts. For these
3 reasons, no supplemental environmental review is required. This determination is on file with
4 the Clerk of the Board of Supervisors in File No. 220836 and is incorporated herein by
5 reference.

6 (g) Also on June 21, 2022, the OCII Commission, by Resolution Nos. 19-2022 and 20-
7 2022, referred the Plan Amendment to the Planning Commission for its report and
8 recommendation on the Plan Amendment and its conformance to the General Plan; found and
9 determined that the Plan Amendment is within the scope of the project analyzed by the
10 EIS/EIR and the Addendum; approved the Plan Amendment; and recommended the Plan
11 Amendment to the Board of Supervisors for its approval. Copies of the Plan Amendment and
12 OCII Commission Resolution Nos. 18-2022, 19-2022, and 20-2022 are on file with the Clerk of
13 the Board of Supervisors in File No. 220836, and are incorporated herein by reference.

14 (h) The Board of Supervisors, acting in its capacity as a responsible agency under
15 CEQA, has reviewed and considered the EIS/EIR and the Addendum, and hereby adopts the
16 CEQA findings set forth in Successor Agency Commission Resolution Nos. 18-2022, 19-2022,
17 and 20-2022 and Planning Commission Motion No. 21154 and hereby incorporates such
18 findings by reference as though fully set forth in this ordinance.

19 (i) On July 28, 2022, the Planning Commission, in Resolution No. 21153, adopted
20 findings that the actions contemplated in this ordinance are consistent, on balance, with the
21 City's General Plan and eight priority policies of Planning Code Section 101.1. The Board
22 adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the
23 Board of Supervisors in File No. 220914, and is incorporated herein by reference.

24 (j) On Julye 28, 2022, the Planning Commission, in Resolution No. 21153, adopted
25 findings that the actions contemplated in this ordinance will serve the public necessity,

1 convenience, and welfare. The Board adopts these findings as its own. A copy of said
 2 Resolution is on file with the Clerk of the Board of Supervisors in File No. 220914, and is
 3 incorporated herein by reference.

4
 5 Section 3. The Planning Code is hereby amended by amending Height and Bulk
 6 District Map HT01 of the Zoning Map as follows:

7

<u>Assessor's Block</u>	<u>Lot</u>	<u>Height and Bulk District to be Superseded</u>	<u>Height and Bulk District to be Hereby Approved</u>
3739	010	50/85/450-TB	513-TB

12
 13 Section 4. Effective Date. This ordinance shall become effective 30 days after
 14 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
 15 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
 16 of Supervisors overrides the Mayor's veto of the ordinance.

17
 18 APPROVED AS TO FORM:
 19 DAVID CHIU, City Attorney

20 By: Peter R. Miljanich
 21 PETER R. MILJANICH
 22 Deputy City Attorney

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LEGISLATIVE DIGEST

[Zoning Map - Transbay Block 4 Redevelopment Project]

Ordinance amending the Zoning Map of the Planning Code to facilitate development of the Transbay Block 4 Redevelopment Project (located on the south side of Howard Street between Beale and Main Streets) by increasing height limits; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making public necessity, convenience, and general welfare findings under Planning Code, Section 302.

Existing Law

The Planning Code and Zoning Map limit the height and bulk of buildings in the City.

Amendments to Current Law

This legislation would increase the height limit applicable to Assessor's Block 3739, Lot 010 to accommodate development of the Transbay Block 4 development project.

Background Information

The Transbay Block 4 development project is a proposed mixed-use residential development project generally consisting of a 513-foot tall residential tower, a townhouse adjunct, a 163-foot tall affordable residential building, an underground shared parking facility, and public open space and streetscape improvements within and surrounding the site. This ordinance is related to two companion ordinances that would also facilitate development of the Transbay Block 4 development project: (1) an amendment to the Transbay Redevelopment Plan that would increase the height limit for the project site from 450 feet to 513 feet; and (2) an amendment to the Transit Center District Plan, a Sub-Area Plan of the Downtown Plan, to similarly modify the Transit Center District height map.



August 18, 2022

Ms. Angela Calvillo, Clerk
Honorable Supervisor Dorsey
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Transmittal of Planning Department Case Number 2018-015785GPR GPA MAP
Transbay Block 4 – 200 Main Street – General Plan Amendment, Zoning Map Amendment, General Plan Consistency
Findings for Transbay Redevelopment Plan Amendments
Board File No. 220836 (Map Amendment)

Planning Commission Recommendation: Approval

Dear Ms. Calvillo and Supervisor Dorsey,

On July 28, 2022, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider several actions that would enable a Project at 200 Main Street, otherwise referred to as Transbay Block 4. The Transbay Block 4 Project includes a 681-unit project of which 306 units (45%) would be affordable. Block 4 is within Zone 1 of the Transbay Redevelopment Project Area, for which the Office of Community Investment and Infrastructure (OCII) has general jurisdiction over approval of development projects.

The Ordinances on which the Commission acted are as follows:

- 1. General Plan Amendments** -- Recommending to the Board of Supervisors approval of General Plan Amendments by amending Figure 1 of the TCDP by changing the height limit on Transbay Block 4 from 450 feet to 513 feet. Staff is also recommending two additional amendments to bring the TCDP into alignment with other previously implemented policy changes subsequent to adoption of that plan. These proposed amendments include: (1) amending Figure 1 by changing the allowed height on Transbay Block 1 from 50/85/300 feet to 400 feet¹; and (2) amending Policy 4.36 to reflect changes in bike routing on Fremont Street and Beale Street. This was initiated by the Planning Commission on June 23 by Resolution No. 21133.
- 2. Zoning Map Amendment** -- Recommending to the Board of Supervisors approval of Planning Code Map Amendments by amending Planning Code Height and Bulk Map No. HT-01 by changing the Height and Bulk Designation on Block 4 from 50/85/450-TB to 513-TB. This was initiated by Supervisor Dorsey on July 12, 2022.

Relatedly, the Commission made General Plan Consistency Findings for proposed Amendments to the Transbay Redevelopment Plan, which is also now before the Board of Supervisors pursuant to a transmittal provided by OCII.

3. Transbay Redevelopment Plan Amendment -- Making General Plan Consistency findings that find the Redevelopment Plan Amendment to be consistent with the General Plan and Planning Code Section 101.1. The proposed Redevelopment Plan Amendment – like the amendments to Figure 1 and Planning Code Height Map No. HT-01 -- would change the height limit on Transbay Block 4 from 450 feet to 513 feet. In addition to the height increase, the Redevelopment Plan Amendment allows greater bulk by increasing the floor plate limits for the tower portion of the Project from 13,000 square feet to 15,200 square feet for the lower portion of the tower (between heights of 85 feet and 122 feet); and increases the floor plate limit for the mid-rise portion of the Project from 7,500 to 13,500 square feet for portions of the building(s) above 85 feet in height.

Please find attached documents relating to the actions of the Commission. If you have any questions or require further information, please do not hesitate to contact me.

Sincerely,



Aaron D. Starr
Manager of Legislative Affairs

cc: Peter Miljanich, Deputy City Attorney
Madison Tam, Aide to Supervisor Dorsey
Erica Major, Office of the Clerk of the Board
Jose Campos, OCII

Attachments :

Proposed Ordinances
Legislative Digest
Planning Commission Resolutions No. 21152, 21153 and 21154
Planning Department Executive Summary

1 [Zoning Map - Transbay Block 4 Redevelopment Project]

2

3 **Ordinance amending the Zoning Map of the Planning Code to facilitate development of**
4 **the Transbay Block 4 Redevelopment Project (located on the south side of Howard**
5 **Street between Beale and Main Streets) by increasing height limits; adopting findings**
6 **under the California Environmental Quality Act; making findings of consistency with**
7 **the General Plan, and the eight priority policies of Planning Code, Section 101.1; and**
8 **making public necessity, convenience, and general welfare findings under Planning**
9 **Code, Section 302.**

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16 subsections or parts of tables.

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17 Section 1. General Findings.

18 (a) The proposed project on Block 4 of the Transbay Redevelopment Project Area
19 (Assessor's Parcel Block No. 3739, Lot 010) (the "Project") consists of a multi-part, mixed-
20 use, mixed income residential development. Transbay Block 4 is an approximately 45,375
21 square foot site along the south side of Howard Street between Beale Street and Main Street.
22 The tower portion of the Project would extend to a height of 513 feet.

23 (b) The Project is within Zone One of the Redevelopment Plan for the Transbay
24 Redevelopment Project Area ("Redevelopment Plan"). Within Zone One, the land use
25 regulations of the Redevelopment Plan are applicable.

1 (c) This ordinance is related to two companion ordinances: (1) an amendment to the
2 Redevelopment Plan that would increase the height limit for Block 4 from 450 feet to 513 feet
3 to accommodate the proposed Project (the “Plan Amendment”); and (2) an amendment to the
4 Transit Center District Plan, a Sub-Area Plan of the Downtown Plan, to modify the Transit
5 Center District height map to accommodate the proposed Project (the “General Plan
6 Amendment”). The companion ordinances are on file with the Clerk of the Board of
7 Supervisors in File Nos. _____ and _____, respectively.

8 (d) This ordinance would amend the Zoning Map to conform the Zoning Map with
9 the height limit specified in the Redevelopment Plan Amendment and the General Plan
10 Amendment.

11
12 Section 2. Environmental and Planning Code Findings.

13 (a) On April 22, 2004, after a duly noticed joint public hearing with the Peninsula
14 Corridor Joint Powers Board (the “JPB”), in Motion No. 16773, the Planning Commission
15 certified as adequate and complete the final Environmental Impact Statement/Environmental
16 Impact Report (“EIS/EIR”) for the Transbay Terminal/Caltrain Downtown
17 Extension/Redevelopment Project (Planning Department Case No. 2000.048E) in accordance
18 with the California Environmental Quality Act (California Public Resources Code Sections
19 21000 et seq.), the CEQA Guidelines (Cal. Code of Regulations Title 14, sections 15000 et
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21 the Clerk of the Board of Supervisors in File No. 041079 and is incorporated herein by
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24 Redevelopment Agency (“Former Agency”), at a duly noticed public hearing, also certified the
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1 Final EIR and made findings similar to those of the Commission and JPB in regard to CEQA
2 and the CEQA Guidelines.

3 (c) In Resolution No. 612-04, effective October 7, 2004, the Board of Supervisors
4 adopted findings that various actions related to the Transbay Terminal/Caltrain Downtown
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6 Findings are on file with the Clerk of the Board of Supervisors in File No. 041079 and are
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8 (d) Subsequent to the State of California's dissolution of the Former Agency and the
9 transfer of certain of the Former Agency's assets and obligations to the Successor Agency to
10 the Redevelopment Agency of the City and County of San Francisco ("Successor Agency,"
11 commonly known as the Office of Community Investment and Infrastructure), the Board of
12 Supervisors, acting as the legislative body of the Successor Agency, established the
13 Successor Agency Commission ("OCII Commission") and delegated to it the authority to
14 approve all actions related to the Successor Agency's assets, including the authority to
15 exercise land use and development approval.

16 (e) The Successor Agency, as lead agency under CEQA and in consultation with the
17 Planning Department, prepared Addendum No. 9 to the FEIS/EIR, dated June 13, 2022
18 ("Addendum"). The Addendum evaluates the environmental effects of the Project.

19 (f) On June 21, 2022, after a duly noticed public hearing, the OCII Commission
20 considered various approvals related to the Project, and by Resolution No. 18-2022,
21 determined that: the Project would not cause new significant impacts that were not identified
22 in the EIS/EIR; the Project would not cause significant impacts that were previously identified
23 in the EIS/EIR to become substantially more severe; no new mitigation measures would be
24 necessary to reduce significant impacts; no changes have occurred with respect to
25 circumstances surrounding the Project that would cause significant environmental impacts to

1 which the Project would contribute considerably; and no new information has become
2 available that shows that the Project would cause significant environmental impacts. For these
3 reasons, no supplemental environmental review is required. This determination is on file with
4 the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by
5 reference.

6 (g) Also on June 21, 2022, the OCII Commission, by Resolution Nos. 19-2022 and 20-
7 2022, referred the Plan Amendment to the Planning Commission for its report and
8 recommendation on the Plan Amendment and its conformance to the General Plan; found and
9 determined that the Plan Amendment is within the scope of the project analyzed by the
10 EIS/EIR and the Addendum; approved the Plan Amendment; and recommended the Plan
11 Amendment to the Board of Supervisors for its approval. Copies of the Plan Amendment and
12 OCII Commission Resolution Nos. 18-2022, 19-2022, and 20-2022 are on file with the Clerk of
13 the Board of Supervisors in File No. _____, and are incorporated herein by reference.

14 (h) The Board of Supervisors, acting in its capacity as a responsible agency under
15 CEQA, has reviewed and considered the EIS/EIR and the Addendum, and hereby adopts the
16 CEQA findings set forth in Successor Agency Commission Resolution Nos. 18-2022, 19-2022,
17 and 20-2022 and Planning Commission Motion No. _____ and hereby incorporates such
18 findings by reference as though fully set forth in this ordinance.

19 (i) On _____, the Planning Commission, in Resolution No. _____,
20 adopted findings that the actions contemplated in this ordinance are consistent, on balance,
21 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The
22 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of
23 the Board of Supervisors in File No. _____, and is incorporated herein by reference.

24 (j) On _____, the Planning Commission, in Resolution No. _____,
25 adopted findings that the actions contemplated in this ordinance will serve the public

1 necessity, convenience, and welfare. The Board adopts these findings as its own. A copy of
2 said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____,
3 and is incorporated herein by reference.

4
5 Section 3. The Planning Code is hereby amended by amending Height and Bulk
6 District Map HT01 of the Zoning Map as follows:

7

<u>Assessor's Block</u>	<u>Lot</u>	<u>Height and Bulk</u> <u>District to be</u> <u>Superseded</u>	<u>Height and Bulk</u> <u>District to be Hereby</u> <u>Approved</u>
3739	010	50/85/450-TB	513-TB

8
9
10
11
12
13 Section 4. Effective Date. This ordinance shall become effective 30 days after
14 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
15 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
16 of Supervisors overrides the Mayor's veto of the ordinance.

17
18 APPROVED AS TO FORM:
19 DAVID CHIU, City Attorney

20 By: Peter R. Miljanich
21 PETER R. MILJANICH
22 Deputy City Attorney

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FILE NO.

LEGISLATIVE DIGEST

[Zoning Map - Transbay Block 4 Redevelopment Project]

Ordinance amending the Zoning Map of the Planning Code to facilitate development of the Transbay Block 4 Redevelopment Project (located on the south side of Howard Street between Beale and Main Streets) by increasing height limits; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making public necessity, convenience, and general welfare findings under Planning Code, Section 302.

Existing Law

The Planning Code and Zoning Map limit the height and bulk of buildings in the City.

Amendments to Current Law

This legislation would increase the height limit applicable to Assessor's Block 3739, Lot 010 to accommodate development of the Transbay Block 4 development project.

Background Information

The Transbay Block 4 development project is a proposed mixed-use residential development project generally consisting of a 513-foot tall residential tower, a townhouse adjunct, a 163-foot tall affordable residential building, an underground shared parking facility, and public open space and streetscape improvements within and surrounding the site. This ordinance is related to two companion ordinances that would also facilitate development of the Transbay Block 4 development project: (1) an amendment to the Transbay Redevelopment Plan that would increase the height limit for the project site from 450 feet to 513 feet; and (2) an amendment to the Transit Center District Plan, a Sub-Area Plan of the Downtown Plan, to similarly modify the Transit Center District height map.

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1 [General Plan Amendments - Transbay Block 4 Redevelopment Project]

2

3 **Ordinance amending the General Plan to revise the Transit Center District Plan, a Sub-**
4 **Area Plan of the Downtown Plan, to facilitate development of the Transbay Block 4**
5 **Redevelopment Project by revising height limits and bicycle network policy; adopting**
6 **findings under the California Environmental Quality Act; making findings of**
7 **consistency with the General Plan, and the eight priority policies of Planning Code,**
8 **Section 101.1; and making public necessity, convenience, and general welfare findings**
9 **under Planning Code, Section 340.**

10 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
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15 **Asterisks (* * * *)** indicate the omission of unchanged Code
16 subsections or parts of tables.

17 Be it ordained by the People of the City and County of San Francisco:

18

19 Section 1. Environmental Findings.

20 (a) On April 22, 2004, in Motion No. 16773, the Planning Commission certified as
21 adequate and complete the final environmental impact statement/environmental impact report
22 (“EIS/EIR”) for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project
23 (Planning Department Case No. 2000.048E) in accordance with the California Environmental
24 Quality Act (California Public Resources Code Sections 21000 et seq.) and Administrative
25 Code Chapter 31. Said Motion is on file with the Clerk of the Board of Supervisors in File No.
_____ and is incorporated herein by reference.

1 (b) On _____, 2004, in Motion No. _____, the Planning Commission
2 adopted findings under the California Environmental Quality Act (“CEQA Findings”) related to
3 the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project. The Board
4 adopts these CEQA Findings as its own. Said Motion and the CEQA Findings are on file with
5 the Clerk of the Board of Supervisors in File No. _____ and are incorporated herein
6 by reference.

7 (c) The Successor Agency to the Redevelopment Agency of the City and County of
8 San Francisco, also known as the Office of Community Investment and Infrastructure (“OCII”),
9 proposes to amend the Redevelopment Plan for the Transbay Redevelopment Project Area
10 (Redevelopment Plan) to facilitate a multi-part, mixed-use development project on Block 4 of
11 the Transbay Redevelopment Project Area (“Transbay Block 4 Development Project,” or
12 “Project”). The Transbay Block 4 Development Project would require an increase of the height
13 limit applicable to the Project site, along with other development controls provided in the
14 Transit Center District Plan, the Redevelopment Plan, and the Development Controls and
15 Design Guidelines (“DCDG”) for the Transbay Redevelopment Project. Other Transit Center
16 District Plan amendments presented below are needed to align with other policy revisions
17 associated with the Project.

18 (d) On June __, 2022, the Planning Department determined that: the Project would not
19 cause new significant impacts that were not identified in the EIS/EIR, nor would the Project
20 cause significant impacts that were previously identified in the EIS/EIR to become
21 substantially more severe; no new mitigation measures would be necessary to reduce
22 significant impacts; no changes have occurred with respect to circumstances surrounding the
23 Project that would cause significant environmental impacts to which the Project would
24 contribute considerably; and no new information has become available that shows that the
25 Project would cause significant environmental impacts. For these reasons, the Planning

1 Department determined that no supplemental environmental review is required. This
2 determination is on file with the Clerk of the Board of Supervisors in File No. _____
3 and is incorporated herein by reference.

4 (d) This ordinance is companion legislation to other ordinances relating to the Project,
5 including Zoning Map amendments. The companion ordinances are on file with the Clerk of
6 the Board of Supervisors in File Nos. _____ and _____, respectively.

7

8 Section 2. General Plan and Planning Code Section 340 Findings.

9 (a) Section 4.105 of the Charter provides that the Planning Commission shall
10 periodically recommend to the Board of Supervisors, for approval or rejection, proposed
11 amendments to the General Plan.

12 (b) Planning Code Section 340 provides that the Planning Commission may initiate an
13 amendment to the General Plan by a resolution of intention, which refers to, and incorporates
14 by reference, the proposed General Plan amendments. Section 340 further provides that the
15 Planning Commission shall adopt the proposed General Plan amendments after a public
16 hearing if it finds from the facts presented that the public necessity, convenience, and general
17 welfare require the proposed amendment or any part thereof. If adopted by the Commission
18 in whole or in part, the proposed amendments shall be presented to the Board of Supervisors,
19 which may approve or reject the amendments by a majority vote.

20 (c) After a duly noticed public hearing on _____, 2022, in Motion No.
21 _____, the Planning Commission initiated amendments to the General Plan. Said
22 Motion is on file with the Clerk of the Board of Supervisors in File No. _____ and
23 incorporated herein by reference.

24 (d) On _____, the Planning Commission, in Resolution No. _____,
25 adopted findings regarding the City's General Plan, the eight priority policies of Planning Code

1 Section 101.1, and Planning Code Section 340. A copy of said Resolution is on file with the
2 Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by
3 reference.

4 (e) Section 4.105 of the City Charter further provides that if the Board of Supervisors
5 fails to act within 90 days of receipt of the proposed General Plan amendments, then the
6 amendments shall be deemed approved.

7 (f) The Board of Supervisors finds that the General Plan amendments are, on balance,
8 in conformity with the General Plan, as it is proposed for amendment by this ordinance, and
9 the eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning
10 Commission Resolution No. _____. The Board hereby adopts these Planning
11 Commission findings as its own.

12 (g) The Board of Supervisors finds, pursuant to Planning Code Section 340, that the
13 General Plan amendments set forth in this ordinance and in documents on file with the Clerk
14 of the Board in File No. _____ will serve the public necessity, convenience, and
15 general welfare for the reasons set forth in Planning Commission Resolution No.
16 _____. The Board hereby adopts these Planning Commission findings as its own.
17

18 Section 3. The General Plan is hereby amended by revising the Transit Center District
19 Plan, as follows:

20 * * * *

21 **Figure 1. Proposed Height Limits:** Revise the indicated height limit for the Transbay
22 Block 4 site from 450 feet to 513 feet. Revise the indicated height limit for the Transbay Block
23 1 site from 50/85/300 feet to 400 feet.

24 * * * *

25 **Policy 4.36**

1 **Expand the Bicycle Network in the area.**

2 Create dedicated north-south bicycle facilities on ~~the following streets:~~any possible
3 combination of the Transit Center’s north-south streets, which could include Main, Beale, and
4 Fremont Streets.

5 ~~Fremont Street (northbound)~~
6 ~~Beale Street (southbound)~~
7 ~~Main Street (northbound)~~

8 * * * *

9 Section 4. Effective Date. This ordinance shall become effective 30 days after
10 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
11 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
12 of Supervisors overrides the Mayor’s veto of the ordinance.

13
14 APPROVED AS TO FORM:
15 DAVID CHIU, City Attorney

16 By: /s/ Peter R. Miljanich
17 PETER R. MILJANICH
18 Deputy City Attorney

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PLANNING COMMISSION RESOLUTION NO. 21152

HEARING DATE: JULY 28, 2022

Project Name: Transbay Block 4 – 200 Main Street - Zoning Map Amendments
Case Number: 2018-015785MAP
Initiated by: Planning Commission
Staff Contact: Mat Snyder, Citywide Planning
Mathew.snyder@sfgov.org, (628) 652-7460
Reviewed by: Joshua Switzky, Land Use & Community Planning Program Manager, Citywide Planning
Joshua.switzky@sfgov.org, (628) 652-7464

RESOLUTION RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE AMENDMENTS TO PLANNING CODE HEIGHT AND BULK MAP HT-01 BY REDESIGNATING TRANSBAY BLOCK 4, ASSESSOR’S BLOCK 3739, LOT 010 FROM 50/85/450-TB TO 513-TB; ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 302 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, on July 12, 2022, Supervisor Matt Dorsey introduced an ordinance (Board File 220836) for Zoning Code Map Amendments by amending Planning Code Height and Bulk Map HT-01, for the Assessor’s Block and Lot as listed above; and

WHEREAS, pursuant to Planning Code Section 302(b), on July 12, 2022, the San Francisco Board of Supervisors initiated these Planning Code Map Amendments; and,

WHEREAS, the proposed amendments to Height and Bulk Map HT-01 would enable the Transbay Block 4 Project as described below; Transbay Block 4 is bordered by Howard Street on the north, Main Street on the east, Beale Street on the east and a proposed new portion on Tehama Street on the south in Zone One of the Transbay Redevelopment Project Area, and is comprised of Assessor Block 3739, Lot 10; 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 (“Redevelopment Plan”) 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); 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 (“DCDG”) 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 to the San Francisco Redevelopment Agency, commonly referred to as the Office of Community Investment and Infrastructure (“OCII”) 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 OCII 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; and,

WHEREAS, a major focus of the Redevelopment Plan is to redevelop 10 acres of former highway access ramp properties owned by the State of California to generate funding for the Transbay Joint Powers Authority (“TJPA”) to construct what is now the Salesforce Transit Center (the “Transit Center”). OCII’s role is to complete the enforceable obligations that the Department of Finance has finally and conclusively approved under Redevelopment Dissolution Law. These enforceable obligations include the Implementation Agreement between TJPA and the Former Agency, which requires OCII to facilitate the sale and development of certain State-Owned Parcels to third parties, to implement the Redevelopment Plan, and to comply with California Assembly Bill 812, codified in Section 5027.1 of the California Public Resources Code (“AB 812”), which requires that 35% of all new residential units in the Project Area be affordable to low- and moderate-income households; and,

WHEREAS, in February 2012, the State of California dissolved all redevelopment agencies pursuant to California Health and Safety Code Sections 34170 et seq. (“Redevelopment Dissolution Law”), and under Ordinance No. 215-12 (Oct. 4, 2012), the Board of Supervisors established and delegated its authority under the Redevelopment Dissolution Law to the Successor Agency Commission and the Successor Agency to the Redevelopment Agency of the City and County of San Francisco (commonly referred to as the Commission on Community Investment and Infrastructure, or “CCII” and the Office of Community Investment and Infrastructure or “OCII,” respectively); and,

WHEREAS, in April 2016, the CCII the Successor Commission to the Redevelopment Agency Commission approved an Agreement for Option to Purchase Transbay Block 4 (“Options Agreement”) with F4 Transbay Partners LLC, a Delaware limited liability company (“Project Sponsor”). At the time, the Project Sponsor sought to acquire Transbay Parcel F from TJPA and required as a condition of that purchase that OCII enter into the Option Agreement so that the Developer could fulfill the affordable housing obligations of Parcel F through the development of Block 4.; and,

WHEREAS, in September 2018, CCII approved a non-binding Term Sheet outlining the mixed-use, mixed-income development program for Block 4 (the “Project”) along with the First Amendment to the Option Agreement. The 2018 Term Sheet served as the basis for negotiation of the Disposition and Development Agreement (“DDA”) and development of the Schematic Design; and,

WHEREAS, between September 2018 and September 2021, OCII negotiated with the Project Sponsor in determining the parameters for the Transbay Block 4 Schematic Design and the DDA. Objectives for OCII in their negotiations with the Project Sponsor included, in part, ensuring a maximum number of affordable units such that, at full buildout, at least 35% of the units within Transbay Project Area would be affordable; ensuring project feasibility; and maintaining the general land use and urban design principles of the vision established by the

Design for Development (“D4D”). To meet these objectives, OCII determined that the building envelope then proscribed by the Redevelopment Plan (and as reflected in the height maps within the Transit Center District Area Plan of the General Plan and Planning Code Height and Bulk Map HT-01), and the DCDG would need to be amended to allow greater development potential. As described above, an amendment to the Redevelopment Plan requires the Commission adopt findings of consistency with the General Plan and Planning Code Section 101.1. Amendments to the General Plan and the Planning Code Height Map require legislation requiring Commission action. However, the DCDG is under the sole jurisdiction of OCII and CCII; the Planning Department and Commission have no role in administering this document, including review of approval of any amendments to it; and,

WHEREAS, through the negotiations described above, OCII and the Project Sponsor agreed upon a Project Description for the Project: The Block 4 Project would include a 47-story tower with 6-story townhouse adjunct, a 16-story mid-rise building, and a single-story shared podium with shared underground facilities. The Project would provide 681 total residential units, of which 45% would be affordable. The 681 units would include 155 market-rate condominium units in the upper portion of the tower and townhouse adjunct, 324 rental units in the lower portion of the tower (including 219 market rate units and 105 below market rate units affordable to moderate income households) (the “Tower Project”), as well as 202 rental units in a 100% affordable project in the mid-rise building (including one unrestricted manager’s unit) (the “Mid-Rise Project”). In addition, the Project includes ground floor retail (a portion of which is restricted for community-serving uses), public and private open space, the construction of Tehama Street (which will be conveyed to the City upon completion), streetscape improvements, and underground utility rooms, auto and bicycle parking; and,

WHEREAS, Planning Code Height and Bulk Map HT-01 specifies a 50/85/450-TB Height designation for the subject site limiting the maximum height of the site to 450-feet; the Planning Code refers to the Redevelopment Plan for further specifications of the “TB” Height and Bulk designation. The proposed Map Amendment would provide for a maximum height limit of 513 feet for Block 4; and

WHEREAS, related conforming amendments to the Redevelopment Plan, and amendments to Figure 1, “Proposed Height Limits” to the Transit Center District Area Plan (“TCDP”) of the General Plan, both of which also limit the site to 450 feet in height. At their July 28, 2022 Hearing, the Planning Commission approved the Planning General Plan Amendments to the TCDP and found the proposed Redevelopment Plan Amendments consistent with the General Plan; and

WHEREAS, OCII maintains land use and California Environmental Quality Act (“CEQA”) review authority of the Transbay Redevelopment Project Area, including the site of the proposed amendment (Block 4) and,

WHEREAS, on June 21, 2022 at a public hearing the CCII adopted Resolution Nos. 18-2022, 20-2022, 21-2022, 22-2022, and 23-2022, which (1) made CEQA findings confirming the analysis and conclusion of Addendum of the Final Environmental Impact Statement/Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/ Redevelopment Project (“Final Environmental Document”) as further described below, (2) approved the Redevelopment Plan Amendments and referred it to the Planning Commission, (3) approved the amendments to the DCDG, (4) approved the DDA for the Project, and (5) conditionally approved the Schematic Design for the Project; 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 Document, 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 or other responsible agencies under CEQA/NEPA have approved and incorporated eight 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, (including the addenda), and related documents available to the Commission and the public, and these files are part of the record before the Commission; and,

WHEREAS, OCII, as lead agency and in consultation with the San Francisco Planning Department, has prepared Addendum No. 9 to the FEIS/EIR (the "Addendum"), dated June 13, 2022 ([link](#)). The Addendum evaluates the potential environmental effects associated with approval of the Redevelopment Plan Amendments and related action ("Proposed Actions"); and,

WHEREAS, OCII prepared the Addendum in compliance with CEQA and the Addendum reflects the independent judgment and analysis of OCII, and the OCII 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, based on the analysis in the Addendum, by Motion No. 18-2022, the CCII concluded 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 4 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 4 Project and other actions necessary for the Block 4 Project;

A draft ordinance, **attached hereto as Exhibit A**, would amend Planning Code Height and Bulk Map HT-01 for Assessor's Block 3739, Lot 010 from a 50/85/450-TB designation to a 513-TB designation.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission hereby finds that the Planning Code Text Amendments and Zoning Map Amendments promote the public welfare, convenience and necessity for the following reasons:

- The Proposed Zoning Map Amendment would enable a project that would add 681 of much needed residential dwelling units to San Francisco’s housing stock. Moreover, 45% will be affordable to households with incomes that range between 40% to 120% of AMI with a broad mix of unit types.
- Though the actions required by the Planning Commission, CCII, and the Board of Supervisors would increase the allowed building envelope in multiple ways, OCII staff has worked carefully with the Project Sponsor and Planning staff to assure these increases are well considered to still meet the general urban design principles of the Transbay Redevelopment Plan, Design for Development, and DCDG. The tower will still be shorter than towers immediately to the north, thereby working within the Downtown urban design vision to create a Downtown “mound” at the Transit Center Tower (Salesforce Tower) location and tapering down toward Folsom Street and the waterfront, and other taller portions of the Project would be proportional to the tower portion. Additionally, the design of the ground plane and its interaction with the public realm are of high quality and will assure the Project fits in with its immediate context.
- The Proposed Zoning Map Amendment would enable a project that includes improvements to Beale, Howard and Main Streets, helping fulfill the public realm vision for Transbay. Beale and Main Streets are envisioned as pedestrian dominated “living streets”. The Project will also include constructing a new portion of Tehama Street on the south, which will be designed to feel like a linear plaza that provides a border between the Project and a new park to the south. The Project also includes a central publicly-accessible courtyard that will feature a grand stair from Tehama Street. The open space and public realm improvements will be well-integrated and enhance the public realm and open space network of Transbay and Downtown in general.
- The Proposed Zoning Map Amendment would not create significant shadow impacts as described in Addendum No. 9 and in the draft Planning Commission Motion regarding the Redevelopment Plan Amendment;
- The Proposed Zoning Map Amendment would enable a project that would enable a project that includes 681 units (of which 306 will be affordable) will be located in Downtown San Francisco, which has excellent access to transit and other non-vehicular modes of transportation. Transbay is also rich in other amenities, including multiple parks, that make this location particularly well suited for high density residential development.

AND BE IT FURTHER RESOLVED, that the Commission finds the India Basin Planning Code Amendments are in conformity with the General Plan and Planning Code Section 101.1 as set forth in Motion No.21154 and

AND BE IT FURTHER RESOLVED, that the Commission has reviewed and considered the CEQA Findings and statement of overriding considerations that the Successor Agency previously adopted, and reviewed and considered the CEQA Findings contained in the Addendum, which the Successor Agency adopted in Resolution No. 18-2022, and hereby adopts these additional CEQA Findings as its own. The Commission finds that 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 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 Project and other actions necessary for the Project; and

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 302, the Planning Commission Adopts a Resolution to Recommend to the Board of Supervisors to approve the Draft Ordinance.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on July 28, 2022.



Jonas P. Ionin
Commission Secretary

AYES: Ruiz, Diamond, Imperial, Koppel, Moore, Tanner

NOES: None

ABSENT: Fung

ADOPTED: July 28, 2022



PLANNING COMMISSION RESOLUTION NO. 21153

HEARING DATE: JULY 28, 2022

Project Name: Transbay Block 4 – 200 Main Street - Amendments to the Transit Center District Sub Area Plan
Case Number: 2018-015785GPA
Initiated by: Planning Commission
Staff Contact: Mat Snyder, Citywide Planning
Mathew.snyder@sfgov.org, (628) 652-7460
Reviewed by: Joshua Switzky, Land Use & Community Planning Program Manager, Citywide Planning
Joshua.switzky@sfgov.org, (628) 652-7464

RESOLUTION RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE AMENDMENTS TO THE TRANSIT CENTER DISTRICT AREA PLAN (TCDP), A SUB-AREA OF THE DOWNTOWN PLAN, BY AMENDING TCDP FIGURE 1 BY CHANGING THE HEIGHT LIMIT ON TRANSBAY BLOCK 4 FROM 450 FEET TO 513 FEET, AND THE HEIGHT LIMIT ON TRANSBAY BLOCK 1 FROM 50/85/300 TO 400 FEET, AND AMENDING POLICY 4.36 REGARDING BIKE ROUTING; ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 340 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend General Plan Amendments to the Board of Supervisors; and

WHEREAS, pursuant to Planning Code Section 340(C), the Planning Commission (“Commission”) initiated a General Plan Amendment in association with the Transbay Block 4 project, per Planning Commission Resolution No. 21133, on June 23, 2022.

WHEREAS, the proposed amendments to the TDCP would, in part, enable the Transbay Block 4 Project as described below; Transbay Block 4 is bordered by Howard Street on the north, Main Street on the east, Beale Street on the east and a proposed new portion on Tehama Street on the south in Zone One of the Transbay Redevelopment Project Area, and is comprised of Assessor Block 3739, Lot 10; 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 (“Redevelopment Plan”) 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); 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 (“DCDG”) 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 to the San Francisco Redevelopment Agency, commonly referred to as the Office of Community Investment and Infrastructure (“OCII”) 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 OCII 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; and,

WHEREAS, a major focus of the Redevelopment Plan is to redevelop 10 acres of former highway access ramp properties owned by the State of California to generate funding for the Transbay Joint Powers Authority (“TJPA”) to construct what is now the Salesforce Transit Center (the “Transit Center”). OCII’s role is to complete the enforceable obligations that the Department of Finance has finally and conclusively approved under Redevelopment Dissolution Law. These enforceable obligations include the Implementation Agreement between TJPA and the Former Agency, which requires OCII to facilitate the sale and development of certain State-Owned Parcels to third parties, to implement the Redevelopment Plan, and to comply with California Assembly Bill 812, codified in Section 5027.1 of the California Public Resources Code (“AB 812”), which requires that 35% of all new residential units in the Project Area be affordable to low- and moderate-income households; and,

WHEREAS, in February 2012, the State of California dissolved all redevelopment agencies pursuant to California Health and Safety Code Sections 34170 et seq. (“Redevelopment Dissolution Law”), and under Ordinance No. 215-12 (Oct. 4, 2012), the Board of Supervisors established and delegated its authority under the Redevelopment Dissolution Law to the Successor Agency Commission and the Successor Agency to the Redevelopment Agency of the City and County of San Francisco (commonly referred to as the Commission on Community Investment and Infrastructure, or “CCII,” and the Office of Community Investment and Infrastructure or “OCII,” respectively); and,

WHEREAS, in April 2016, the CCII the Successor Commission to the Redevelopment Agency Commission approved an Agreement for Option to Purchase Transbay Block 4 (“Options Agreement”) with F4 Transbay Partners LLC, a Delaware limited liability company (“Project Sponsor”). At the time, the Project Sponsor sought to acquire Transbay Parcel F from TJPA and required as a condition of that purchase that OCII enter into the Option Agreement so that the Developer could fulfill the affordable housing obligations of Parcel F through the development of Block 4.; and,

WHEREAS, in September 2018, CCII approved a non-binding Term Sheet outlining the mixed-use, mixed-income development program for Block 4 (the “Project”) along with the First Amendment to the Option Agreement. The 2018 Term Sheet served as the basis for negotiation of the Disposition and Development Agreement (“DDA”) and development of the Schematic Design; and,

WHEREAS, between September 2018 and September 2021, OCII negotiated with the Project Sponsor in determining the parameters for the Transbay Block 4 Schematic Design and the DDA. Objectives for OCII in their negotiations with the Project Sponsor included, in part, ensuring a maximum number of affordable units such that, at full buildout, at least 35% of the units within Transbay Project Area would be affordable; ensuring project

feasibility; and maintaining the general land use and urban design principles of the vision established by the Design for Development (“D4D”). To meet these objectives, OCII determined that the building envelope then proscribed by the Redevelopment Plan (and as reflected in the height maps within the Transit Center District Area Plan of the General Plan and Planning Code Height and Bulk Map HT-01), and the DCDG would need to be amended to allow greater development potential. As described above, an amendment to the Redevelopment Plan requires the Commission adopt findings of consistency with the General Plan and Planning Code Section 101.1. Amendments to the General Plan and the Planning Code Height Map require legislation requiring Commission action. However, the DCDG is under the sole jurisdiction of OCII and CCII; the Planning Department and Commission have no role in administering this document, including review of approval of any amendments to it; and,

WHEREAS, through the negotiations described above, OCII and the Project Sponsor agreed upon a Project Description for the Project: The Block 4 Project would include a 47-story tower with 6-story townhouse adjunct, a 16-story mid-rise building, and a single-story shared podium with shared underground facilities. The Project would provide 681 total residential units, of which 45% would be affordable. The 681 units would include 155 market-rate condominium units in the upper portion of the tower and townhouse adjunct, 324 rental units in the lower portion of the tower (including 219 market rate units and 105 below market rate units affordable to moderate income households) (the “Tower Project”), as well as 202 rental units in a 100% affordable project in the mid-rise building (including one unrestricted manager’s unit) (the “Mid-Rise Project”). In addition, the Project includes ground floor retail (a portion of which is restricted for community-serving uses), public and private open space, the construction of Tehama Street (which will be conveyed to the City upon completion), streetscape improvements, and underground utility rooms, auto and bicycle parking; and,

WHEREAS, Transit Center District Plan Figure 1, “Proposed Height Limits” currently limits Transbay Block 4 to 450 feet. Figure 1 also limits Transbay Block 1 to 300 feet in height. TCDP Policy 4.36 specifies certain bike routing on Main, Beale and Fremont Streets. The proposed TDCP Amendments would change the height designation for Block to 513 feet, would change the height designation for Transbay Block 1 to 400 feet, and would provide more flexibility in determining bike routing on Main, Beale and Fremont Streets; and

WHEREAS, separately, the allowed maximum height increase also requires amendments to the Redevelopment Plan, and amendments Planning Code Height and Bulk Map HT-01, both of which also limit the Project site to 450 feet in height. At their July 28, 2022 Hearing, the Planning Commission approved the Zoning Map Amendment and found the proposed Redevelopment Plan Amendments consistent with the General Plan and Planning Code section 101.1; and

WHEREAS, OCII maintains land use and California Environmental Quality Act (“CEQA”) review authority of the Transbay Redevelopment Project Area, including the site of the proposed amendment (Block 4) and,

WHEREAS, on June 21, 2022 at a public hearing the CCII adopted Resolution Nos. 18-2022, 20-2022, 21-2022, 22-2022, and 23-2022, which (1) made CEQA findings confirming the analysis and conclusion of Addendum of the Final Environmental Impact Statement/Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/ Redevelopment Project (“Final Environmental Document”) as further described below, (2) approved the Plan Amendment and referred it to the Planning Commission, (3) approved the amendments to the

DCDG, (4) approved the DDA for the Project, and (5) conditionally approved the Schematic Design for the Project; 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 Document, 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, the Successor Agency or other responsible agencies under CEQA/NEPA have approved and incorporated eight 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 (including the addenda), and related documents available to the Commission and the public, and these files are part of the record before the Commission; and,

WHEREAS, OCII, as lead agency and in consultation with the San Francisco Planning Department, has prepared Addendum No. 9 to the FEIS/EIR (the "Addendum"), dated June 13, 2022 ([link](#)). The Addendum evaluates the potential environmental effects associated with approval of the Redevelopment Plan Amendments and related actions ("Proposed Actions"); and,

WHEREAS, OCII prepared the Addendum in compliance with CEQA and the Addendum reflects the independent judgment and analysis of OCII, and the OCII 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, based on the analysis in the Addendum, by Motion No. 18-2022, the CCII concluded 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 4 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 4 Project and other actions necessary for the Block 4 Project;

Whereas, a draft ordinance, **attached hereto as Exhibit A**, That pursuant to Planning Code Section 340, the Planning Commission Adopts a Resolution to Recommend to the Board of Supervisors to approve the Draft Ordinance.

NOW THEREFORE BE IT RESOLVED, that the Commission has reviewed and considered the CEQA Findings and statement of overriding considerations that the Successor Agency previously adopted, and reviewed and considered the CEQA Findings contained in the Addendum, which the Successor Agency adopted in Resolution No. 18-2022, and hereby adopts these additional CEQA Findings as its own. The Commission finds that 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 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 Project and other actions necessary for the Project; and

BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 340, the Planning Commission Adopts a Resolution to Recommend to the Board of Supervisors to approve the Draft Ordinance.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on July 28, 2022.



Jonas P. Ionin
Commission Secretary

AYES: Ruiz, Diamond, Imperial, Koppel, Moore, Tanner
NOES: None
ABSENT: Fung
ADOPTED: July 28, 2022



PLANNING COMMISSION MOTION NO. 21154

HEARING DATE: JULY 28, 2022

Project Name: Transbay Block 4 – 200 Main Street – Amendment to the Transbay Redevelopment Plan
Case Number: 2018-015785GPR
Initiated by: Planning Commission
Staff Contact: Mat Snyder, Citywide Planning
Mathew.snyder@sfgov.org, (628) 652-7460
Reviewed by: Joshua Switzky, Land Use & Community Planning Program Manager, Citywide Planning
Joshua.switzky@sfgov.org, (628) 652-7464

ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND RECOMMENDING APPROVAL OF THE AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE TRANSBAY REDEVELOPMENT PROJECT AREA TO INCREASE THE MAXIMUM HEIGHT LIMIT FROM 400 FEET TO 513 FEET, AND TO INCREASE THE ALLOWED BULK ON BLOCK 4 OF ZONE 1 OF THE TRANSBAY REDEVELOPMENT PROJECT AREA, ADOPTING GENERAL PLAN AND PLANNING CODE SECTION 101.1 FINDINGS, AND RECOMMENDING THE TRANSBAY REDEVELOPMENT PLAN AMENDMENT TO THE BOARD OF SUPERVISORS FOR APPROVAL.

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 (“Redevelopment Plan”) 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); 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 (“DCDG”) 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 to the San Francisco Redevelopment Agency, commonly referred to as the Office of Community Investment and Infrastructure (“OCII”) 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 OCII 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; and,

WHEREAS, a major focus of the Redevelopment Plan is to redevelop 10 acres of former highway access ramp properties owned by the State of California (the “State-Owned Parcels”) to generate funding for the Transbay Joint Powers Authority (“TJPA”) to construct what is now the Salesforce Transit Center (the “Transit Center”). OCII’s role is to complete the enforceable obligations that the Department of Finance has finally and conclusively approved under Redevelopment Dissolution Law. These enforceable obligations include the Implementation Agreement

between TJPA and the Former Agency, which requires OCII to facilitate the sale and development of certain State-Owned Parcels to third parties, to implement the Redevelopment Plan, and to comply with California Assembly Bill 812, codified in Section 5027.1 of the California Public Resources Code (“AB 812”), which requires that 35% of all new residential units in the Project Area be affordable to low- and moderate-income households; and,

WHEREAS, Section 4.105 of the City Charter and 2A.53 of Administrative Code require General Plan referrals to the Planning Commission (“Commission”) for certain matters, including determination as to whether a Redevelopment Plan amendment is in conformity with the General Plan prior to consideration by the Board of Supervisors. Similarly, Section 33346 of the California Health and Safety Code regarding California Redevelopment Law, the Redevelopment Plan must be submitted to the Planning Commission for its report and recommendation concerning the proposed plan amendments; and,

WHEREAS, on July 20, 2020, the Planning Department received a General Plan Referral application to amend the Redevelopment Plan for the Transbay Redevelopment Project Area (“Plan Amendment”) to increase the maximum height limit for Block 4 from 400 feet to 513 feet, and to increase the maximum floor plate limits within different portions of the building envelope within the same block; and,

WHEREAS, Transbay Block 4 is bordered by Howard Street on the north, Main Street on the east, Beale Street on the west and a proposed new segment of Tehama Street on the south in Zone One of the Transbay Redevelopment Project Area, and is comprised of Assessor Block 3739, Lot 10; and,

WHEREAS, in February 2012, the State of California dissolved all redevelopment agencies pursuant to California Health and Safety Code Sections 34170 et seq. (“Redevelopment Dissolution Law”), and under Ordinance No. 215-12 (Oct. 4, 2012), the Board of Supervisors established and delegated its authority under the Redevelopment Dissolution Law to the Successor Agency Commission and the Successor Agency to the Redevelopment Agency of the City and County of San Francisco (commonly referred to as the Commission on Community Investment and Infrastructure, or “CCII,” and the Office of Community Investment and Infrastructure or “OCII,” respectively); and,

WHEREAS, in April 2016, the CCII approved an Agreement for Option to Purchase Transbay Block 4 (“Option Agreement”) with F4 Transbay Partners LLC, a Delaware limited liability company (“Project Sponsor”). At the time, the Project Sponsor sought to acquire Transbay Parcel F from TJPA and required as a condition of that purchase that OCII enter into the Option Agreement so that the Developer could fulfill the affordable housing obligations of Parcel F through the development of Block 4; and,

WHEREAS, in September 2018, CCII approved a non-binding Term Sheet outlining the mixed-use, mixed-income development program for Block 4 (the “Project”) along with the First Amendment to the Option Agreement. The 2018 Term Sheet served as the basis for negotiation of the Disposition and Development Agreement (“DDA”) and development of the Schematic Design; and,

WHEREAS, between September 2018 and September 2021, OCII negotiated with the Project Sponsor in determining the parameters for the Transbay Block 4 Schematic Design and the DDA. Objectives for OCII in their negotiations with the Project Sponsor included, in part, ensuring a maximum number of affordable units such that, at full buildout, at least 35% of the units within Transbay Project Area would be affordable; ensuring project

feasibility; and maintaining the general land use and urban design principles of the vision established by the Design for Development (“D4D”). To meet these objectives, OCII determined that the building envelope then proscribed by the Redevelopment Plan (and as reflected in the height maps within the Transit Center District Area Plan of the General Plan and Planning Code Height and Bulk Map HT-01), and the DCDG would need to be amended to allow greater development potential. As described above, an amendment to the Redevelopment Plan requires the Commission adopt findings of consistency with the General Plan and Planning Code Section 101.1. Amendments to the General Plan and the Planning Code Height Map require legislation requiring Commission action. However, the DCDG is under the sole jurisdiction of OCII and CCII; the Planning Department and Commission have no role in administering this document, including review of approval of any amendments to it; and,

WHEREAS, through the negotiations described above, OCII and the Project Sponsor agreed upon a Project Description for the Project: The Project would include a 47-story tower with 6-story townhouse adjunct, a 16-story mid-rise building, and a single-story shared podium with shared underground facilities. The Project would provide 681 total residential units, of which 45% would be affordable. The 681 units would include 155 market-rate condominium units in the upper portion of the tower and townhouse adjunct, 324 rental units in the lower portion of the tower (including 219 market rate units and 105 below market rate units affordable to moderate income households) (the “Tower Project”), as well as 202 rental units in a 100% affordable project in the mid-rise building (including one unrestricted manager’s unit) (the “Mid-Rise Project”). In addition, the Project includes ground floor retail (a portion of which is restricted for community-serving uses), public and private open space, the construction of Tehama Street (which will be conveyed to the City upon completion), streetscape improvements, and underground utility rooms, auto and bicycle parking; and,

WHEREAS, the Transbay Redevelopment Plan specifies a 450-foot maximum height limit on Block 4 and limits the floor plates of the Tower Project to 13,000 square feet (“sf”) above 85-feet, and limits the floor plates of the Mid-Rise Project between build heights of 85 feet and 250 feet to 7,500 sf. The proposed Plan Amendment would provide for a maximum height limit of 513 feet, a maximum floor plate size of 13,500 sf between heights of 85-feet and 250-feet for the Mid-Rise Project, and a maximum floor plate size of 15,300 sf at the lower portion of the tower (85 feet to 122 feet) for the Tower Project; these proposed Redevelopment Plan controls would only apply to Block 4 and no other portion of the Plan Area. Similarly, the DCDG contained several controls that needed to be amended to enable the Project including, in part, allowing additional heights at other portions of the site, allowing the public open space to be constructed above grade, allowing temporary parking and valet operations on the ground floor, eliminating or revising setback and townhouse location requirements on the Beale, Howard, and Main Street frontages, revising floor plate ratio requirements, and revising some modulation requirements; and

WHEREAS, related conforming amendments to the Transit Center District Area Plan of the General Plan (Figure 1 – “Proposed Height Limits”), and Planning Code Height and Bulk Map HT-01 are necessary to reflect the proposed maximum height increase in the Redevelopment Plan Amendment. On June 23, 2022, the Commission adopted Motion No. 21133 initiating the General Plan Amendments. On July 12, 2022, Supervisor Dorsey introduced legislation to amend Planning Code Height and Bulk Map HT-01 and referred the legislation to the Planning Commission for their action. At their July 28, 2022 Hearing, the Planning Commission approved the General Plan Amendment and Zoning Map Amendment; and

WHEREAS, OCII maintains land use and California Environmental Quality Act ("CEQA") review authority of the Transbay Redevelopment Project Area, including the site of the proposed amendment (Block 4) and,

WHEREAS, on June 21, 2022 at a public hearing the CCII adopted Resolution Nos. 18-2022, 20-2022, 21-2022, 22-2022, and 23-2022, which (1) made CEQA findings confirming the analysis and conclusion of Addendum of the Final Environmental Impact Statement/Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/ Redevelopment Project ("Final Environmental Document") as further described below, (2) approved the Plan Amendment and referred it to the Planning Commission, (3) approved the amendments to the DCDG, (4) approved the DDA for the Project, and (5) conditionally approved the Schematic Design for the Project; 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 Document, 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, the Successor Agency or other responsible agencies under CEQA/NEPA have approved and incorporated eight 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 (including the addenda), and related documents available to the Commission and the public, and these files are part of the record before the Commission; and,

WHEREAS, OCII, as lead agency and in consultation with the San Francisco Planning Department, has prepared Addendum No. 9 to the FEIS/EIR (the "Addendum"), dated June 13, 2022 ([link](#)). The Addendum evaluates the potential environmental effects associated with approval of the Redevelopment Plan Amendment and related actions ("Proposed Actions"); and,

WHEREAS, OCII prepared the Addendum in compliance with CEQA and the Addendum reflects the independent judgment and analysis of OCII, and the OCII concludes that the Redevelopment Plan Amendment and related actions "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, based on the analysis in the Addendum, by Motion No. 18-2022, the CCII concluded 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 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 Project and other actions necessary for the Project;

FINDINGS

Staff analyzed the proposed Redevelopment Plan Amendment with regards to conformity to the General Plan as described below.

DOWNTOWN PLAN

OBJECTIVE 9

PROVIDE QUALITY OPEN SPACE IN SUFFICIENT QUANTITY AND VARIETY TO MEET THE NEEDS OF DOWNTOWN WORKERS, RESIDENTS, AND VISITORS.

POLICY 9.1

Require usable indoor and outdoor open space, accessible to the public, as part of new downtown development.

OBJECTIVE 10

ASSURE THAT OPEN SPACES ARE ACCESSIBLE AND USABLE.

POLICY 10.3

Keep open space facilities available to the public.

The Redevelopment Plan Amendment will enable development of the proposed Project, which is an amenity rich 681-unit development with 45% affordability. The Project will feature 12,500 square feet of open space for the residents and the public including 6,000 square feet central un gated courtyard that will be open to the public. The central open space will be accessible by a grand exterior stair from the new segment of Tehama Street, which in turn, will border a new planned public park to its south. Separately, the Project would also entail building out new streetscape portions of Beale and Main Streets, which are envisioned as pedestrian-dominated living streets. The on-site publicly accessible open space will thereby be integrated and connected to the Transbay and Downtown public realm networks.

OBJECTIVE 13

CREATE AN URBAN FORM FOR DOWNTOWN THAT ENHANCES SAN FRANCISCO'S STATURE AS ONE OF THE WORLD'S MOST VISUALLY ATTRACTIVE CITIES.

POLICY 13.1

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing and proposed development.

The Transbay Redevelopment Project Area Design for Development, completed in 2003, envisions transforming an area formerly containing the Embarcadero Freeway, its ramps and Terminal Separator Structure into a transit-oriented residential district in the heart of downtown. The DCDG for this area, adopted in 2005, called for Zone One to "become a complementary and exciting addition to the downtown skyline, designed as designed as a grouping of slender towers that would visually extend the Downtown high-rise office skyline."

The proposed Redevelopment Plan Amendment would allow a 513-foot residential tower on Block 4, an additional 63 feet above what is currently allowed on the site; the proposed Redevelopment Plan Amendment would also allow buildings with larger floor plates than currently allowed on portions of the site. The increased bulk and heights have been designed so that taken together, the different components of the overall Block 4 development continue to be proportional to each other while enabling a significant increase in unit count overall and affordable unit count more specifically.

The Downtown Plan, the Transit Center District Plan, and the Urban Design Element all call for a tapering of tower heights from the location of the Transit Center Tower down toward Folsom Street and the waterfront, with towers heights tapering upward south of Folsom toward Rincon Hill. The additional height of Block 4 to allow 513-feet would be shorter than the 550-foot tower immediately north and other towers further north thereby respecting this urban design goal.

Policy 13.2

Foster sculpturing of building form to create less overpowering buildings and more interesting building tops, particularly the tops of towers.

POLICY 13.3

Create visually interesting terminations to building towers.

OBJECTIVE 15

CREATE A BUILDING FORM THAT IS VISUALLY INTERESTING AND HARMONIZES WITH SURROUNDING BUILDINGS.

The proposed Project will feature a 513-foot tower with a 49-foot mechanical penthouse. The proposed design control amendments have been carefully tailored to assure that height of the Project's tower and penthouse work within the envisioned tapering of towers from Mission Street to Folsom Street – that is that the overall tower height continues to read as being shorter than the towers to the north. The penthouse is designed as an extension of one of the tower masses thereby accentuating the tower's verticality and not creating a separate element that could otherwise call undo attention to itself.

The proposed amendments to the design controls (both with the Redevelopment Plan and the DCDG) have been carefully considered so that additional height and bulk across the site both horizontally and vertically work together proportionally. For example, floor plate limits for the tower have been increased so that they podium portion of tower is at a higher height proportional to the proposed new tower height.

OBJECTIVE 16

CREATE AND MAINTAIN ATTRACTIVE, INTERESTING URBAN STREETSCAPES

As noted above, the proposed Project includes streetscape improvements to all bordering streets accordance with the Transbay Streetscape Master Plan.

POLICY 16.2

Provide setbacks above a building base to maintain the continuity of the predominant streetwalls along the street. Setbacks will be provided along the newly created portion of Tehama Street to provide residential stoops to the townhouse units and a portion of Main Street. Setbacks will not be provided for the remainder portion of Main Street, Beale Street and Howard Street consistent with other buildings along those streets.

TRANSIT CENTER DISTRICT PLAN: A SUB-AREA PLAN OF THE DOWNTOWN PLAN

OBJECTIVE 2.1

MAXIMIZE BUILDING ENVELOPE AND DENSITY IN THE PLAN AREA WITHIN THE BOUNDS OF URBAN FORM AND LIVABILITY OBJECTIVES OF THE

OBJECTIVE 2.2

CREATE AN ELEGANT DOWNTOWN SKYLINE, BUILDING ON EXISTING POLICY TO CRAFT A DISTINCT DOWNTOWN "HILL" FORM, WITH ITS APEX AT THE TRANSIT CENTER, AND TAPERING IN ALL DIRECTIONS.

OBJECTIVE 2.4

PROVIDE DISTINCT TRANSITIONS TO ADJACENT NEIGHBORHOODS AND TO TOPOGRAPHIC AND MAN-MADE FEATURES OF THE CITYSCAPE TO ENSURE THE SKYLINE ENHANCES, AND DOES NOT DETRACT FROM, IMPORTANT PUBLIC VIEWS THROUGHOUT THE CITY AND REGION.

POLICY 2.5

Transition heights down to adjacent areas, with particularly attention on the transitions to the southwest and west in the lower scale South of Market areas and to the waterfront to the east.

As noted above, while the proposed Redevelopment Plan Amendment would increase the height and bulk of the Project at Block 4, the additional height and bulk have been carefully considered to assure that the skyline conforms to Downtown "hill" and Folsom Street "saddle" urban form.

OBJECTIVE 2.9

PROVIDE BUILDING ARTICULATION ABOVE A BUILDING BASE TO MAINTAIN OR CREATE A DISTINCTIVE STREETWALL COMPATIBLE WITH THE STREET'S WIDTH AND CHARACTER.

OBJECTIVE 2.11

PURSUE BUILDING SETBACKS TO AUGMENT A SIDEWALK WIDENING PROGRAM ON STREET FRONTAGES WHERE SIGNIFICANT CONTIGUOUS STRETCHES OF PARCELS ARE LIKELY TO BE REDEVELOPED.

OBJECTIVE 2.12

ENSURE THAT DEVELOPMENT IS PEDESTRIAN-ORIENTED, FOSTERING A VITAL AND ACTIVE STREET LIFE.

Policy 2.15

Establish a pedestrian zone below a building height of 20 to 25 feet through the use of façade treatments, such as building projections, changes in materials, setbacks, or other such architectural articulation.

The Redevelopment Plan Amendment along with other design control amendments proposed by Project facilitate a high-quality interface with the pedestrian realm at the ground plane. While building heights along all frontages would be taller than under existing controls, they would be in keeping with nearby buildings. Special attention has been paid to uses and building design at the ground level. The Project would align the new block of Tehama with fronting townhouse units featuring stoops and planting. Also, along Tehama would be a grand stair with seating terraces that would lead to the Project's publicly accessible mid-block open space one story above grade. Retail uses and lobby entries would be featured along Howard, Beale and Main Streets. As noted above the Project Sponsor would improve Beale, Howard and Main Street pursuant to the Transbay Streetscape and Open Space Concept Plan. Most significantly, an extension of Tehama Street would be constructed to the south of the Project. Tehama's design would feature low curbs and special pedestrian-oriented design treatment of the street through raised crosswalk creating a sense of a linear plaza.

URBAN DESIGN ELEMENT

OBJECTIVE 3

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT

Fundamental Principles for Major New Development

1. The relationship of a building's size and shape to its visibility in the cityscape, to important natural features and to existing development determines whether it will have a pleasing or a disruptive effect on the image and character of the city.

The Urban Design Element along with the Downtown Area Plan and the Transit Center District Area Plan call for a tapering of building heights from a central Downtown location (Salesforce Tower) and tapering in each direction. Although the additional 63-foot height would bring the proposed Project closer to the height of tower immediately to the north (Block 5), the differentiation of the two is still significant enough to maintain the tapering of building heights.

RECREATION AND OPEN SPACE ELEMENT

POLICY 1.9

Preserve sunlight in public open spaces.

The proposed Redevelopment Plan Amendment would allow a taller residential tower to be built on the site of Block 4. The additional height and building envelope area that would be allowed under the proposed Plan Amendment would not create any net new shadow on a park under the jurisdiction of Department of Recreation and Parks that are subject to Planning Code Section 295. Shadow analysis conducted as a part of the addendum identified two existing parks and one proposed new park that are not subject to Planning Code Section 295 and seven privately

owned publicly open spaces (“POPOS”) onto which the proposed Project could cast net new shadow. In all cases, the additional duration and area of shadow created by the Project compared to a project that would be compliant to current standards was found to be insignificant in terms of duration, area, and the overall impact of quality to the open space; the net new shadow from the proposed Project would not substantially and adversely affect the public’s use and enjoyment of the respective open space.

HOUSING ELEMENT

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 12

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

POLICY 12.1

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

The proposed Redevelopment Plan Amendment would allow 63 additional feet in height to the tower, along with increased floor plate sizes at two locations within the site. Similarly, amendments to the DCDG allow additional height and building area at other locations at the site. OCII staff indicates that the additional building envelope allowed by the subject Redevelopment Plan Amendment along with the DCDG Amendment would enable 126 additional units on the site. The new configuration of allowable building area also enables a standalone 100% affordable housing project that will include 201 affordable units at a variety of bedroom sizes made available to households ranging from 40% to 100% AMI. The Redevelopment Plan Amendment will further enable a project that will provide 105 affordable units within the Tower Project for moderate income households ranging from 100% to 120% AMI.

The proposed height increase is suitable for this area of Downtown first because of the convenient access to public transit and the Project’s various heights still fit within the D4D’s urban design vision for Transbay and Downtown. The proximity to a variety of transit options within the city and to the Bay Area would allow for sustainable development.

Also, the location is suitable for the proposed height due to the dense context of the neighborhood. The residential neighborhoods near Downtown and in Rincon Hill include dense tall residential towers. After the Transbay Redevelopment Plan was enacted in 2006 additional towers were built in the Rincon Hill or are currently under construction in the Transit Center area. This neighborhood context provides flexibility for additional height on Block 4 within the confines of maintaining a cohesive skyline as discussed in the previous section.

OBJECTIVE 7

SECURE FUNDING AND RESOURCES FOR PERMANENTLY AFFORDABLE HOUSING, INCLUDING INNOVATIVE PROGRAMS THAT ARE NOT SOLELY RELIANT ON TRADITIONAL MECHANISMS OR CAPITAL.

POLICY 7.5

Encourage the production of affordable housing through process and zoning accommodations, and prioritize affordable housing in the review and approval processes.

The Redevelopment Plan Amendment would enable a Project that would include 45% affordable units. Based on building to date in the Plan Area and OCII development projections, the affordable units within the proposed Project will contribute to ensuring that at least 35% of all new residential units within the Plan Area will be restricted for affordability as required by State Law.

OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

POLICY 11.4

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Zoning changes in the City occur through a community planning process for a neighborhood or sub-set of a neighborhood. The proposed Redevelopment Plan Amendment was discussed with the OCII's Transbay Citizen's Advisory Committee ("CAC") and other means in the community. In May 2022, the Transbay CAC approved the Project, which included the proposed height increase. Staff finds the proposed height change to serve the public good through additional affordable housing units and transit-oriented development.

Eight Priority Policies of Planning Code Section 101.1

The subject project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.

The proposed Redevelopment Plan Amendment will not result in change in neighborhood-serving retail businesses. The Project will include street level retail to enhance the neighborhood commercial environment and the residential units in the project will provide more customers for neighborhood retail.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood.

The proposed Redevelopment Plan Amendment will not affect existing housing and will help add to the City's housing stock. The proposed residential tower project will transform former Embarcadero Freeway land into 681 dwelling units of which 45% will be Below Market Rate Units affordable to households with income at various levels of AMI.

3. That the City's supply of affordable housing be preserved and enhanced.

The proposed Redevelopment Plan Amendment would increase the supply of affordable housing in San Francisco. OCII has indicated that the additional height and other building envelope increases will enable 126 additional units. Moreover, the additional height and bulk of the Project allowed by the Redevelopment Plan Amendment and the resulting increased residential development area is essential to the feasibility of the Project with 45% affordability. The Project's affordable units will contribute to meeting the requirement of having 35% of new residential units within the Plan Area restricted for affordability.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Redevelopment Plan Amendment and Project would not impede MUNI transit service or overburden our streets or neighborhood parking; rather it would create additional residential units in this transit rich neighborhood. Parking requirements would be set by limits of the Redevelopment Plan. The proposed parking ratio is under the prescribed ratio of 0.5 space/unit in the adjacent Downtown C-3 Zoning District. The limited parking and easy access to transit and other non-vehicular modes of transportation would help enable residents to get around without having to use private vehicles.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for residential employment and ownership in these sectors be enhanced.

The proposed Redevelopment Plan Amendment would not result in displacing existing industrial and service uses or change the existing economic base in this area. The site of Block 4 was most recently used as a temporary bus terminal, for which the surface lot is no longer needed.

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The proposed Redevelopment Plan Amendment will not affect the City's preparedness to protect against injury and loss of life in an earthquake. The proposed Project would be built to the current building code and seismic standards and otherwise will not affect the City's preparedness.

7. That landmarks and historic buildings be preserved.

The site of Project does not include any landmark or historic building and the proposed Redevelopment Plan Amendment will not affect the landmarks and historic buildings.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

The proposed Redevelopment Plan Amendment would allow a taller residential tower to be built on the site of Block 4. The additional height and building envelope area that would be allowed under the proposed

Redevelopment Plan Amendment would not create any net new shadow on a park under the jurisdiction of Department of Recreation and Parks and that are subject to Planning Code Section 295. Shadow analysis conducted as a part of Addendum No. 9 identified two existing parks and one proposed new park that are not subject to Planning Code Section 295 and seven privately owned publicly open spaces (“POPOS”) onto which the proposed Project could cast net new shadow. In all cases, the additional duration and area of shadow created by the Project compared to a project that would be compliant to current standards was found to be insignificant in terms of duration, area, and the overall impact of quality to the open space; the net new shadow from the proposed Project would not substantially and adversely affect the public’s use and enjoyment of the respective open space.

NOW THEREFORE BE IT MOVED, that the Commission has reviewed and considered the CEQA Findings and statement of overriding considerations that the Successor Agency previously adopted and reviewed and considered the CEQA Findings contained in the Addendum, which the Successor Agency adopted in Resolution No. 18-2022, and hereby adopts these additional CEQA Findings as its own. The Commission finds that 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 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 Project and other actions necessary for the Project; and

BE IT FURTHER MOVED, That the Commission hereby finds the proposed amendment to the Transbay Redevelopment Plan, as described above, to be on balance consistent with the General Plan as proposed for amendment, including, but not limited to the Housing Element, Urban Design, Recreation and Open Space Element, Transit Center District Plan, and is consistent with the eight Priority Policies in City Planning Code Section 101.1 for reasons set forth in this motion, and recommend to the Board of Supervisors approval of the Plan Amendment.

I hereby certify that the foregoing Motion was adopted by the Commission at its meeting on July 28, 2022.



Jonas P. Ionin
Commission Secretary

AYES: Ruiz, Diamond, Imperial, Koppel, Moore, Tanner
NOES: None
ABSENT: Fung
ADOPTED: July 28, 2022



EXECUTIVE SUMMARY

TRANSBAY BLOCK 4 GENERAL PLAN, ZONING MAP, AND REDEVELOPMENT PLAN AMENDMENTS

HEARING DATE: JULY 28, 2022

Project Name: Transbay Block 4 – 200 Main Street – Amendments to the Transit Center District Area Plan, Planning Code Height and Bulk Map HT-01 and the Transbay Redevelopment Plan

Case Number: 2018-015785GPR GPA MAP

Initiated by: Planning Commission

Staff Contact: Mat Snyder, Citywide Planning
Mathew.snyder@sfgov.org, (628) 652-7460

Reviewed by: Joshua Switzky, Land Use & Community Planning Program Manager, Citywide Planning
Joshua.switzky@sfgov.org, (628) 652-7464

Recommendation: Find Redevelopment Plan Amendment in General Conformity with the General Plan and Planning Code Section 101.1;

Recommend Approval to the Board of Supervisors the Amendments to the General Plan and Planning Code Height and Bulk Map

Project Description

The Office of Community Investment and Infrastructure (“OCII”) is proposing to amend the Redevelopment Plan for the Transbay Redevelopment Project Area (“Redevelopment Plan”) to facilitate a mixed-use residential development project on Block 4 of the Transbay Redevelopment Project Area (“Project”) located at 200 Main Street, Assessor’s Block 3739, Lot 010 (“Project Site”). The amendment includes increasing the height limit for the Project Site, which will also require conforming amendments to Figure 1 – “Proposed Height Limits” of the Transit Center District Plan (“TCDP”), a Sub-Area Plan of the Downtown Area Plan, and to Planning Code Height and Bulk Map HT-01.

Block 4 is the northern portion of the former Temporary Transbay Terminal site bounded by Howard, Folsom, Main and Beale Streets. For redevelopment purposes, the Redevelopment Plan delineates this area as Blocks 2, 3, and 4, separated by new extension of Clementina Street and Tehama Street across the site. Block 4 is bounded by Howard Street to the north, Beale and Main Streets to the west and east, respectively, and the planned new segment of Tehama Street to the south.

The Block 4 Project is proposed to include a 47-story tower with 6-story townhouse adjunct, a 16-story mid-rise building, and a single-story shared podium with shared underground facilities. The Project will provide 681 total residential units, of which 45% would be affordable. The 681 units would include 155 market-rate condominium units in the upper portion of the tower and townhouse adjunct, 324 rental units in the lower portion of the tower (including 219 market rate units and 105 below market rate units affordable to moderate income households) (the “Tower Project”), as well as 202 rental units in a 100% affordable project in the mid-rise building (including one unrestricted manager’s unit) (the “Mid-Rise Project”). In addition, the Project includes ground floor retail (a portion of which is restricted for community-serving uses), public and private open space, the construction of Tehama Street (which will be conveyed to the City upon completion), streetscape improvements, and underground utility rooms, auto and bicycle parking.

Details of the Project’s programming is provided below:

Block 4 Project Summary	
Residential Units	681 total units, 306 (45%) restricted for affordability
Tower/townhouse condominiums	135 market rate condominium units located on floors 28 to 47 of the tower; and 20 units in floors 1 to 6 of the townhouses along Tehama
Tower Market rate rental units	219 rental units located on floors 2 to 27 of the tower, in the following sizes: 123 one-bedrooms 96 two-bedrooms
Tower BMR units	105 affordable rental units located on floors 2 to 20 of the tower, including 21 units at 100% AMI, 22 units at 110% AMI, and 62 units at 120% AMI in the following sizes: 12 studios 47 one-bedrooms 34 two-bedrooms 12 three-bedrooms
Mid-Rise Affordable Units	201 affordable rental units and one unrestricted manager’s unit located on floors 2 to 16 of the mid-rise, with tiered AMIs at 40%, 45%, 50%, 60% 70%, 80%, 90%, and 100% in the following sizes: 20 studios 75 one-bedrooms 86 two-bedrooms 21 three bedrooms
Commercial space	8,389 square feet of commercial/retail space, 6,431 of which is restricted for community-serving uses
Resident amenity spaces	Tower 35 th floor amenity space, with programming to be determined, accessible to condominium unit residents only Tower 12 th floor amenity including solarium spaces and an outdoor terrace, accessible to residents throughout the Project Tower 2 nd floor amenity space including a fitness amenity, club room and adjacent terrace, cooking accessories and seating, accessible to residents throughout the Project

	Mid-Rise 2 nd floor community room with kitchen and resident lounge, accessible to residents of the Mid-Rise Affordable Project Mid-Rise 7 th and 12 th floor outdoor terraces, accessible to residents of the Mid-Rise Affordable Project and Tower Mixed-Income Rental Project (note: may be limited to Mid-Rise Affordable Project residents due to Low Income Housing Tax Credit regulations)
Open space	12,584 total square feet of open space, including a central raised courtyard providing approximately 8,330 square feet of ungated publicly accessible open space, (accessible via contiguous stairs from Howard Street and Tehama Street and elevators from inside of buildings) and terraced seating area with views to the future Transbay Park along Tehama Street
Streetscape improvements	Improvements include widened sidewalks and bulb-outs, street trees and other plantings, public seating, streetlights, and bicycle racks
Tehama Street	Construction of a new segment of Tehama Street between Beale and Main Streets for vehicular access, as designed by the Transbay Block 3 Park design team from the Department of Public Works. Ownership of the Tehama Parcel and Tehama Street improvements will be granted back to the City for acceptance after completion.
Parking	Parking for up to 275 vehicles in an underground garage parking facility with valet services; the garage includes 224 physical spaces with the use of stackers, including 2 car-share spaces, remaining capacity may be possible with enhanced valet operations
Bicycle parking	Class I secured spaces for 556 bicycles in two below-grade bike rooms

The approval of the Project itself will not be before the Planning Commission, as it is in Zone One of the Redevelopment Area under the jurisdiction of the Successor Agency Commission (commonly referred to as the Commission on Community Investment and Infrastructure or “CCII”).

Required Planning Commission Actions

The three actions before the Planning Commission that relate to the Project described above are as follows:

- 1. General Plan Amendments** -- Recommending to the Board of Supervisors approval of General Plan Amendments by amending Figure 1 of the TCDP by changing the height limit on Transbay Block 4 from 450 feet to 513 feet. Staff is also recommending two additional amendments to bring the TCDP into alignment with other previously implemented policy changes subsequent to adoption of that plan. These proposed amendments include: (1) amending Figure 1 by changing the allowed height on Transbay Block 1 from 50/85/300 feet to 400 feet¹; and (2) amending Policy 4.36 to reflect changes in bike routing on Fremont Street and Beale Street.

¹ In 2016, the Commission, CCII, and the Board of Supervisors took several actions to increase the height of Block 1 from 300 feet to 400 feet by amending the Redevelopment Plan and Map 5 of the Downtown Area Plan, but not Figure 1 of the TCDP. The Ordinance would correct that omission.

2. **Zoning Map Amendment** -- Recommending to the Board of Supervisors approval of Planning Code Map Amendments by amending Planning Code Height and Bulk Map No. HT-01 by changing the Height and Bulk Designation on Block 4 from 50/85/450-TB to 513-TB.
3. **Transbay Redevelopment Plan Amendment** -- Making General Plan Consistency findings that find the Redevelopment Plan Amendment to be consistent with the General Plan and Planning Code Section 101.1. The proposed Redevelopment Plan Amendment – like the amendments to Figure 1 and Planning Code Height Map No. HT-01 -- would change the height limit on Transbay Block 4 from 450 feet to 513 feet. In addition to the height increase, the Redevelopment Plan Amendment allows greater bulk by increasing the floor plate limits for the tower portion of the Project from 13,000 square feet to 15,200 square feet for the lower portion of the tower (between heights of 85 feet and 122 feet); and increases the floor plate limit for the mid-rise portion of the Project from 7,500 to 13,500 square feet for portions of the building(s) above 85 feet in height.

Required Actions by the CCII and Board of Supervisors

In addition to the actions required by the Planning Commission, the Project requires the following actions by the CCII and the Board of Supervisors. At their June 21, 2022 regular meeting, the CCII approved the Project as described below:

1. **CEQA Findings.** By Resolution 18-2022, CCII adopted findings that confirm the analysis and conclusion of Addendum No. 9 to the Transbay FEIR. These CEQA findings will be incorporated into all Board of Supervisors actions for the Project.
2. **Amendments to the Redevelopment Plan.** By Resolution 20-2022, CCII approved the Redevelopment Plan Amendment and referred it to both the Planning Commission and the Board of Supervisors for their action.
3. **Amendment to the Transbay Development Controls and Design Guidelines (“DCDG”).** By Resolution 21-2022, CCII approved an amendment to the DCDG. The DCDG provides most of the development controls for Transbay Zone One essentially acting as its Planning Code. Board of Supervisors action is not required for this.
4. **Disposition and Development Agreement (“DDA”).** By Resolution 22-2022, CCII approved the DDA, which establishes the rights and obligations of OCII and the Project Sponsor governing the sale of the subject site, and development and operation of the Project, including the affordable housing requirements and the requirement to set aside at least 6,431 square feet of the retail space for community use.
5. **Schematic Design.** By Resolution 23-2022, CCII conditionally approved the actual proposed schematic design for Block 4; the Block 4 schematic design set is provided in this packet for informational purposes. Board of Supervisors action is not required for this.

Background

Transbay Project Area

The Redevelopment Plan for the Transbay Project Area (“Project Area”) was first approved in 2005 and subsequently amended twice in 2015 and 2016. The Project Area is divided in two zones: Zone One falls under the jurisdiction of OCII with its development requirements controlled by the DCDG; Zone Two falls under the jurisdiction of the Planning Department with its development requirements controlled by the Planning Code. Zone One is largely comprised of parcels created by the demolition of the previous freeway ramps that had been owned by the State of California (“Zone One Parcels”). A major focus of the Redevelopment Plan is to redevelop the Zone One Parcels to generate funding for the Transbay Joint Point Powers Authority (“TJPA”) to construct the Transit Center program, which includes the Transbay (Salesforce) Transit Center, the Caltrain Downtown Extension (DTX), and related improvements. OCII is responsible for implementing the Redevelopment Plan; its duties include facilitating the sale and development of the Zone One Parcels to third parties, ensuring that at least 35% of all new residential units in the Project Area be affordable to low- and moderate-income households (required by California Resource Code Section 5027.1, also referred to as AB 812), and implementing other aspects of the Redevelopment Plan, including the overseeing the design and construction of new streetscape and open space improvements in the Project Area.

Block 4 Relationship to Parcel F

Parcel F (542-550 Howard Street) is another formerly State-owned parcel, located in Zone Two (under Planning Department jurisdiction). Unlike Zone One parcels, such as Block 4, that were and are under control of OCII for disposition and development, Parcel F was under the ownership of the TJPA. In early 2016 the TJPA entered into an agreement with the same Project Sponsor as Block 4 to purchase Parcel F, contingent on CCII approval of an Option Agreement for the Sponsor’s purchase of Block 4. On January 28, 2021, the Planning Commission took several actions approving a development on Parcel F, including approving a Development Agreement (Resolution No 20841), which among other things, enabled the Project Sponsor to satisfy its affordable housing requirement pursuant to Planning Code Section 415 by paying an in-lieu fee instead of providing below-market rate units on site as required by Planning Code Section 249.28 for development projects within Zone Two. The DA set the in-lieu fee at 150% of what would be otherwise be charged elsewhere in the City for a similar project under Planning Code Section 415.5. The DA stipulated that the fee would be administered by OCII to create affordable units within the Project Area, thereby helping to ensure that at least 35% of new units within the Project Area are affordable to low- and moderate-income households as required by the State law cited above. Planning Commission Resolution 20841 stipulates that the in-lieu fee revenue generated by Parcel F could be used to increase the number of affordable units created on Block 4.

Block 4 - Proposed Increase in Development Capacity

OCII staff negotiated with the Project Sponsor through an Option Agreement in the programming and design of Block 4. Objectives for the Block 4’s programming and design include maximizing the number of affordable units possible while assuring the Project is feasible and meets the design intent of the Redevelopment Plan, the Transbay Design for Development, and DCDG. In developing the program for Block 4, OCII staff has set a target of 45% affordable units across the Site in various unit types and affordability levels as described above. OCII staff

has stated that the proposed affordable units at Block 4 will contribute to meeting or exceeding the 35% affordability requirement for the Project Area. However, to achieve 45% affordability and ensure the Project is feasible, OCII staff determined that it is necessary to enable greater development capacity at the site than allowed by the adopted Redevelopment Plan and DCDG. To enable this greater development capacity, development controls provided in the Redevelopment Plan and the DCDG, and restated in the General Plan (TCDP Figure 1 – Proposed Height Limits) and Planning Code (Height and Bulk Map HT-01), would need to be amended to change the controls for (1) height, (2) bulk (floor plate square footage, plan dimension, and floor plate aspect ratio), (3) setbacks, (4) townhouse frontage location and modulation, and (5) location of open space, among other development controls.

OCII staff has indicated through an initial analysis that the proposed increase in development capacity would facilitate an additional 126 units overall on the site and bring the proposed heights and massing consistent with the adjacent high-rise buildings in TCDP and Rincon Hill neighborhoods

Issues and Other Considerations

- **Public Comment & Outreach.** On May 12, 2022, the Transbay Citizens Advisory Committee (“CAC”) voted unanimously to recommend that the OCII Commission approve (1) the amendment to the Redevelopment Plan, (2) the amendment to the DCDG, (3) the terms of the DDA, and (4) the Schematic Design for Block 4. According to OCII staff, CAC members were pleased to see the Project moving forward and were complimentary of the proposed design. In addition to the Transbay CAC and public hearings, the Project Sponsor presented the Project to the Bay Area Council on May 26, 2022, the San Francisco Housing Action Coalition on June 15, and has reached out to other organizations including the East Cut Community Benefit District to schedule presentations.
- **CCII Approval.** On June 21, 2022, CCII took several actions, described above, approving the Project.
- **Development Control Amendments.** Amendments to both the Redevelopment Plan and the DCDG included allowing a greater building envelope by increasing heights along all frontages of the site, allowing greater bulk at the lower portion of the tower and at the upper portions of the mid-rise affordable component, eliminating setbacks along Beale, Howard, and most of Main, allowing the publicly accessible open space be provided above grade, allowing parking operations at the ground level, reducing townhouse location requirements, among others.

Basis for Recommendation

- The proposed Project will add 681 of much needed residential dwelling units to San Francisco’s housing stock. Moreover, 45% will be affordable to households with incomes that range between 40% to 120% of AMI with a broad mix of unit types.
- Though the actions required by the Planning Commission, CCII, and the Board of Supervisors would increase the allowed building envelope in multiple ways, OCII staff has worked carefully with the Project Sponsor and Planning staff to assure these increases are well considered to still meet the general urban design principles of the Transbay Redevelopment Plan, Design for Development, and DCDG. The tower will still be shorter than towers immediately to the north, thereby working within the Downtown urban design

vision to create a Downtown “mound” at the Transit Center Tower (Salesforce Tower) location and tapering down toward Folsom Street and the waterfront, and other taller portions of the Project would be proportional to the tower portion. Additionally, the design of the ground plane and its interaction with the public realm are of high quality and will assure the Project fits in with its immediate context.

- The Project includes improvements to Beale, Howard and Main Streets, helping fulfill the public realm vision for Transbay. Beale and Main Streets are envisioned as pedestrian dominated “living streets”. The Project will also include constructing a new portion of Tehama Street on the south, which will be designed to feel like a linear plaza that provides a border between the Project and a new park to the south. The Project also includes a central publicly-accessible courtyard that will feature a grand stair from Tehama Street. The open space and public realm improvements will be well-integrated and enhance the public realm and open space network of Transbay and Downtown in general.
- The Project will not create significant shadow impacts as described in Addendum No. 9 and in the draft Planning Commission Motion regarding the Redevelopment Plan Amendment;
- The 681 units (of which 306 will be affordable) will be located in Downtown San Francisco, which has excellent access to transit and other non-vehicular modes of transportation. Transbay is also rich in other amenities, including multiple parks, that make this location particularly well suited for high density residential development.
- The subject Project, and associated required Commission actions, are, on balance, consistent with the General Plan and Planning Code Section 101.1; findings of consistency are described in the Draft Motion regarding the Redevelopment Plan amendments.

Environmental Review

On June 13, OCII and the Planning Department published Addendum No. 9 to the Final Environmental Impact Statement/Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project, which analyzed the Project and associated Board of Supervisors, CCII, and Planning Commission actions needed for the Project. On June 21, 2022, the CCII adopted Resolution No. 18-2022, which adopted CEQA findings associated with Addendum No. 9 confirming its adequacy under CEQA. Addendum No. 9, along with the original FEIR can be found at this link: [Transbay Environmental Documents](#).

Recommendation:	Find Redevelopment Plan Amendment in General Conformity with the General Plan and Planning Code Section 101.1; and Recommend Approval to the Board of Supervisors the Amendments to the General Plan and Planning Code Height and Bulk Map
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Attachments:

General Plan Amendments
Draft Resolution

Draft Ordinance

Zoning Map Amendments

Draft Resolution

Draft Ordinance

Redevelopment Plan Amendment

Draft Motion

Redline Version of Redevelopment Plan

Amended pages of DCDG (pp. 21-23) (for informational purposes) – full clean version of revised DCDG
can be found at this link: https://sfocii.org/sites/default/files/20180906_TB_DCDG_Revision.pdf

Transbay Block 4 Schematic Development Plans and Renderings

Addendum No. 9

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 18 – 2022

Adopted June 21, 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, A DISPOSITION AND DEVELOPMENT AGREEMENT FOR BLOCK 4 AND ADJACENT TEHAMA STREET RIGHT OF WAY WITHIN ZONE ONE OF THE TRANSBAY REDEVELOPMENT PROJECT AREA, THE SCHEMATIC DESIGN FOR THE DEVELOPMENT OF BLOCK 4, AND RELATED ACTIONS, SUCH ACTIVITIES BEING WITHIN THE SCOPE OF, AND ADEQUATELY DESCRIBED WITHIN, THE PREVIOUSLY APPROVED TRANSBAY TERMINAL/CALTRAIN DOWNTOWN EXTENSION/ REDEVELOPMENT PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT A PROGRAM ENVIRONMENTAL IMPACT REPORT; 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 eight 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 4 and the adjacent Tehama Street right of way within Zone 1 of the Project Area, an approximately 56,375 square-foot area generally located at 200 Main Street, bounded by Howard, Main and Beale Streets and extending approximately 205 feet southeast from Howard Street (Assessor's Block 3739 Lot 010 (“Block 4”) and Lot 011 (“Tehama Parcel”, and collectively the “Site”). These actions consist of: (1) amendments to the Redevelopment Plan and the Development Controls, (2) authorization to enter into a disposition and development agreement with F4 Transbay Partners LLC, a Delaware limited liability company (“Developer”) and Transbay Block 4 Housing Partnership, L.P., a California limited partnership, governing the sale and development of the Site with a 47-story tower with six-story townhome adjunct, a 16-story mid-rise building, and one-story podium with

underground facilities, which comprises 681 total residential units, including 155 market-rate condominium units in the upper portion of the tower and townhome adjunct, 324 rental units in the lower portion of the tower (including 105 below market rate units affordable to moderate income households), and 202 rental units in the mid-rise building (including 201 units affordable to low- to moderate-income households), ground floor retail, open space, streetscape and Tehama right of way improvements, and underground parking (collectively the "Block 4 Project"), (3) conditional approval of the Schematic Design for the development of the Site, (4) related actions of responsible agencies (collectively, items 1 through 4 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. 9 to the FEIS/EIR, dated June 13, 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 Addendum recommends implementation of Improvement Measure I-TR-1 (Driveway and Loading Operations Plan (DLOP)) and Improvement Measure I-TR-2: (Queue Abatement) (full text included in Exhibit A), which as explained further in the Addendum are not necessary for the reduction of impacts of the Proposed Actions to less-than-significant levels, but will further minimize transportation impacts of the Proposed Actions, and Developer has agreed that the will be implemented under the requirements of the DDA; 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 4 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 4 Project and other actions necessary for the Block 4 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 June 21, 2022.



Commission Secretary

EXHIBIT A: Ninth Addendum to the FEIS/EIR



Addendum to Environmental Impact Report

Date: June 13, 2022
Case No.: 2018-015785ENV
Project Title: Transbay Block 4 Redevelopment Project
EIR Case No.: Case No. 2000.048E
State Clearinghouse No.: 95063004, certified April 22, 2004
Project Sponsor: Allie Stein, Hines; allie.stein@hines.com (415.399.6257)
Agency 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)

CONCLUSION

Based on the further analysis provided below, it is concluded that the analyses conducted and the conclusions reached in the final EIS/EIR certified on April 22, 2004, remain valid. The proposed revisions to land use controls established by the Redevelopment Plan for the Transbay Redevelopment Project Area and the Development Controls and Design Guidelines for the Transbay Redevelopment Project, and accompanying development of Transbay Block 4 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 Proposed Project that would cause significant environmental impacts to which the Proposed Project would contribute considerably, and no new information has become available that shows that the Proposed Project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

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

June 13, 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 or "OCII"), proposes to approve a residential development project on Block 4 of the Transbay Redevelopment Project Area and a new segment of Tehama Street, which includes the following actions (collectively, the Proposed Project): (1) authorize and recommend for approval to the Board of Supervisors of the City and County of San Francisco (City) an amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area (Redevelopment Plan) to increase the maximum height on Transbay Block 4 from 450 feet to 513 feet and increase the maximum floor plate sizes on Block 4 from 7,500 square feet to 13,500 square feet for buildings between 85 feet and 250 feet in height and from 13,000 square feet to 15,200 square feet for buildings between 500 feet and 550 feet in height but limited to the portion of such buildings that is between 85 feet and 122 feet in height; (2) an amendment to the Development Controls and Design Guidelines for the Transbay Redevelopment Project Area (DCDG) to make conforming and related modifications to certain height and bulk restrictions, setback requirements, and other development controls; and (3) authorization of a Disposition and Development Agreement (DDA) and approval of a Schematic Design governing development of the residential development project on Block 4 and a new segment of Tehama Street. As shown in Figure 1, the Project Site consists of Assessor's Block 3739 Lot 010 (Block 4) and Lot 011 (new Tehama Street).

A. PROJECT DESCRIPTION

As shown in Figure 2, the proposed residential development on Transbay Block 4 is a mixed-use development consisting of a Tower Project, a Mid-Rise Project, a Podium that includes the Shared Parking Garage and Public Open Space (each as further described below), and associated streetscape improvements that includes a new segment of Tehama Street. Overall, the Proposed Project would include approximately 955,259 gross square feet¹ (gsf), including approximately 839,341 gsf of residential space and approximately 8,389 gsf of ground-floor retail space. The proposed buildings at the Project Site, as depicted in Figure 3 and Figure 4, would include the following:

- The Tower Project would combine a proposed 513-foot-tall, 47-story mixed-use residential high-rise tower at the corner of Howard Street and Main Street with an adjacent 71-foot-tall, six-story townhouse building, facing Tehama Street. The top of the mechanical enclosure would extend up to 39 feet above the roof of the tower; therefore, the tallest point on the Tower Project would be up to 552 feet above grade. The proposed program at the Tower Project would include ground-floor retail spaces fronting Howard Street, 324 apartment units, 20 townhouse units, and 135 condominium units, along with amenity spaces.
- The Mid-Rise Project would include a 163-foot-tall, 16-story mixed-use residential mid-rise building, facing Howard Street and Beale Street. The top of the mechanical enclosure would extend up to 16 feet above the roof; therefore, the total height of the Mid-Rise Project would be up to 179 feet when the mechanical penthouse is included. The Mid-Rise Project would include 202 apartment units, community rooms, laundry rooms, and other indoor amenities, along with




¹ The total gsf includes residential gsf and retail gsf as well as approximately 107,529 gsf for major utilities, underground parking, and loading and related back-of-house areas on the ground floor.

roof terraces. The ground-floor area of the Mid-Rise Project would include retail space along Howard and Tehama streets.

- The Podium building would consist of a Shared Parking Garage located on three basement levels that would include major utilities, trash areas, tenant storage areas, and parking for users of the Proposed Project. Vehicular parking would consist of approximately 224 physically marked stalls providing parking for up to 275 vehicles (including two car-share vehicles), through a combination of valet parking and vehicle stackers. The Proposed Project would provide a minimum of 556 class I combined bicycle parking spaces within the basement levels of the proposed garage, also serviced by valet staff. In addition, the Podium building would consist of an up to a 20-foot high single-story above ground, connected to and shared by both the Tower Project and the Mid-Rise Project and the basement levels below the entire Proposed Project. The Podium would house utility rooms and related back-of-house services, loading dock, ground-floor valet parking drop-offs, one parking space, and drive aisles and driveway ramps. The roof of the Podium would contain a minimum of 4,250 square feet of Public Open Space, which would be connected by a stairway and a stepped terrace open space connections to Howard and Tehama streets (respectively) at ground level.

Vehicular access to the Project Site would be provided from a new 24-foot-wide curb cut and two-way driveway at Main Street. Off-street commercial loading would occur within the loading dock, which would be accessible from a new 24-foot-wide curb cut on Beale Street. Approximately 340 linear feet of curb would be designated for commercial or passenger loading (i.e., 120 feet on Howard Street, 40 feet on Main Street, 180 feet on Tehama Street). This amount of curb space would equate to 17 passenger loading spaces (assuming 20 feet per space) or about 10 commercial loading spaces (assuming 30 to 35 feet per space). Passenger loading would be in effect 24 hours per day, seven days per week. Commercial loading would be in effect Monday through Saturday from 7 a.m. to 4 p.m., consistent with commercial loading zones in the area. The specific allocation of curb space between passenger and commercial loading has not been defined, and all color curb changes would be subject to review and approval by the San Francisco Municipal Transportation Agency (SFMTA).

Legend

- Transbay Redevelopment Project Area 
- Project Site 
- Assessor's Block 3739 



N

 0 500 1000

 Feet

Image: Google Inc. 2020. Google Earth Pro

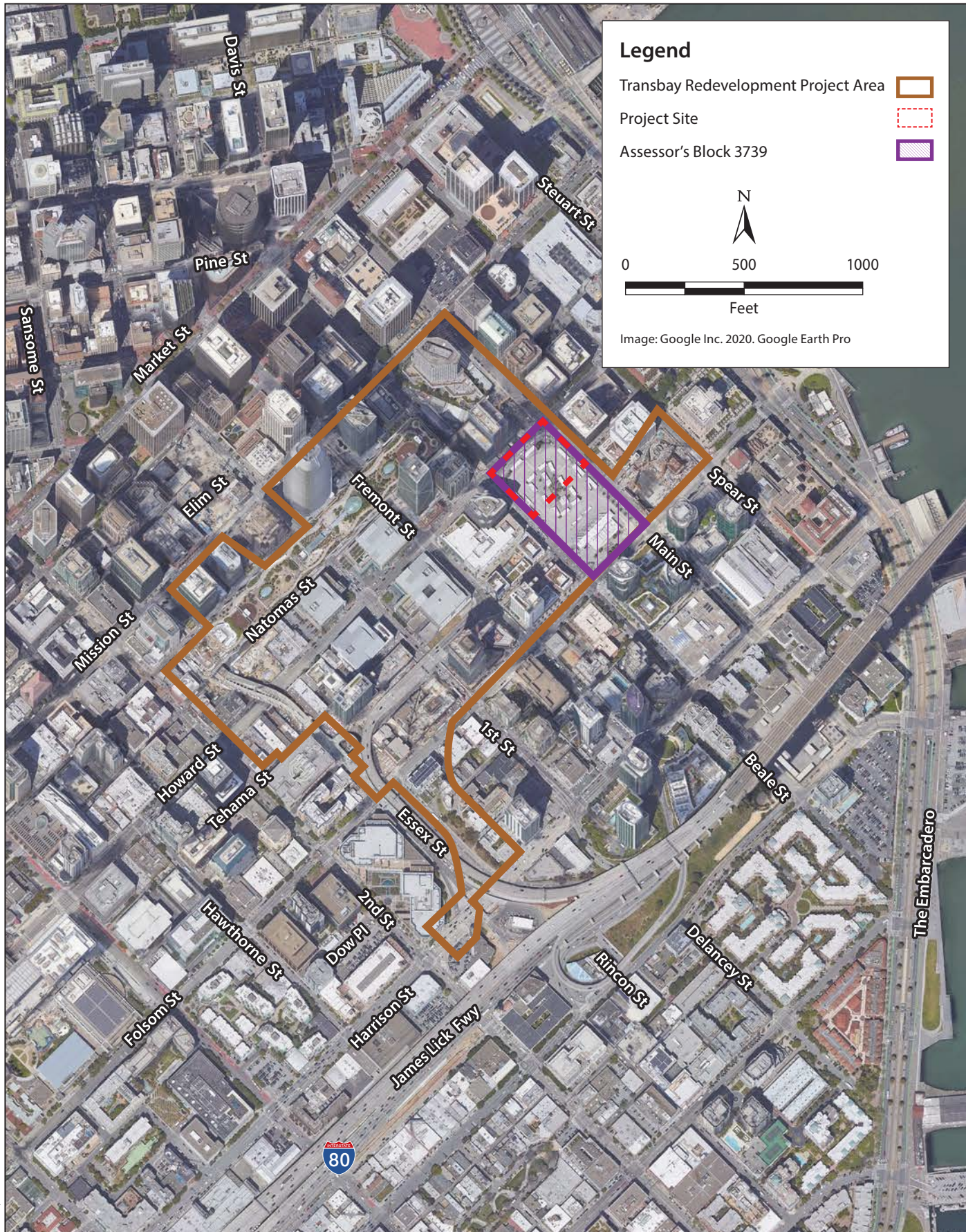
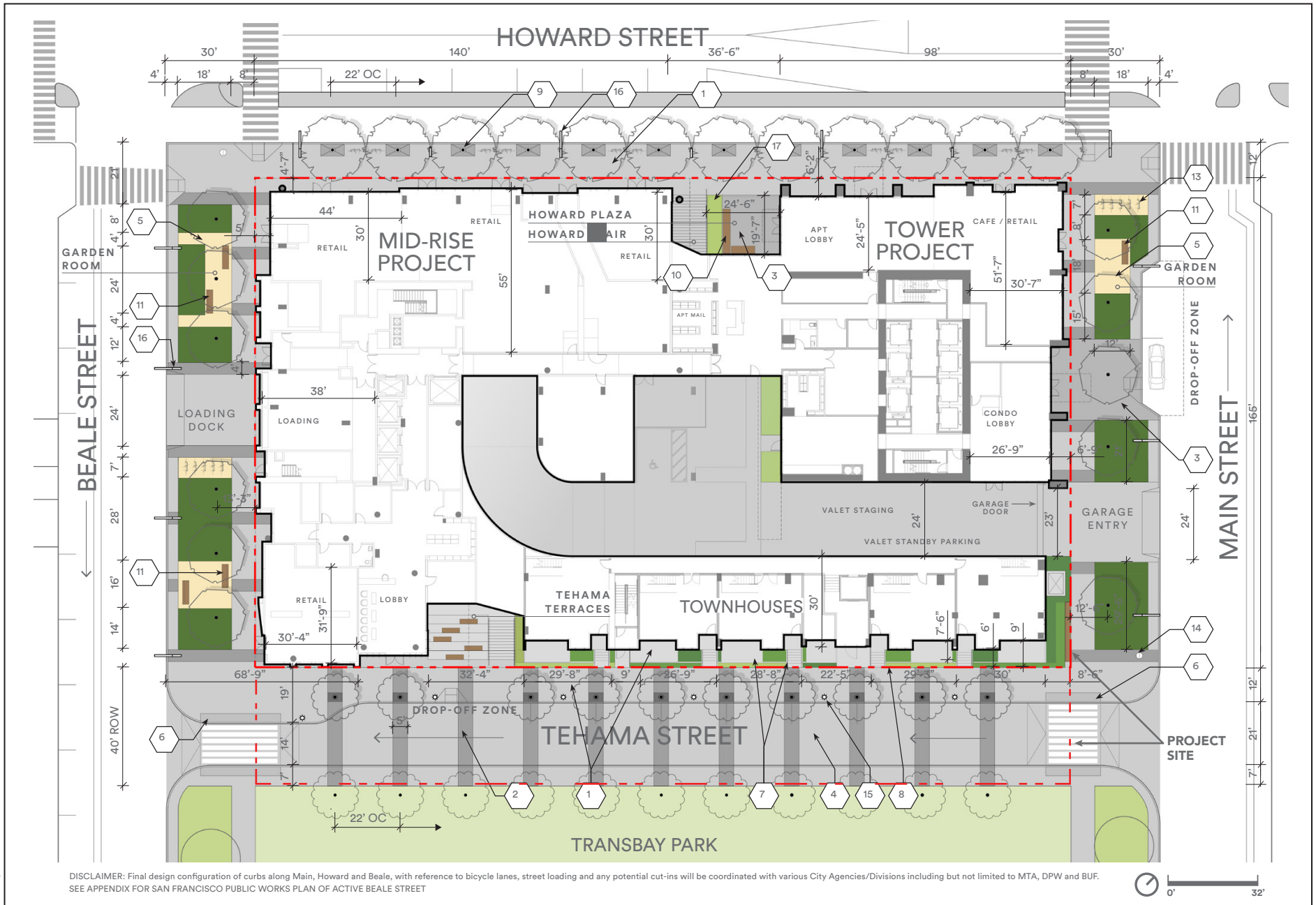
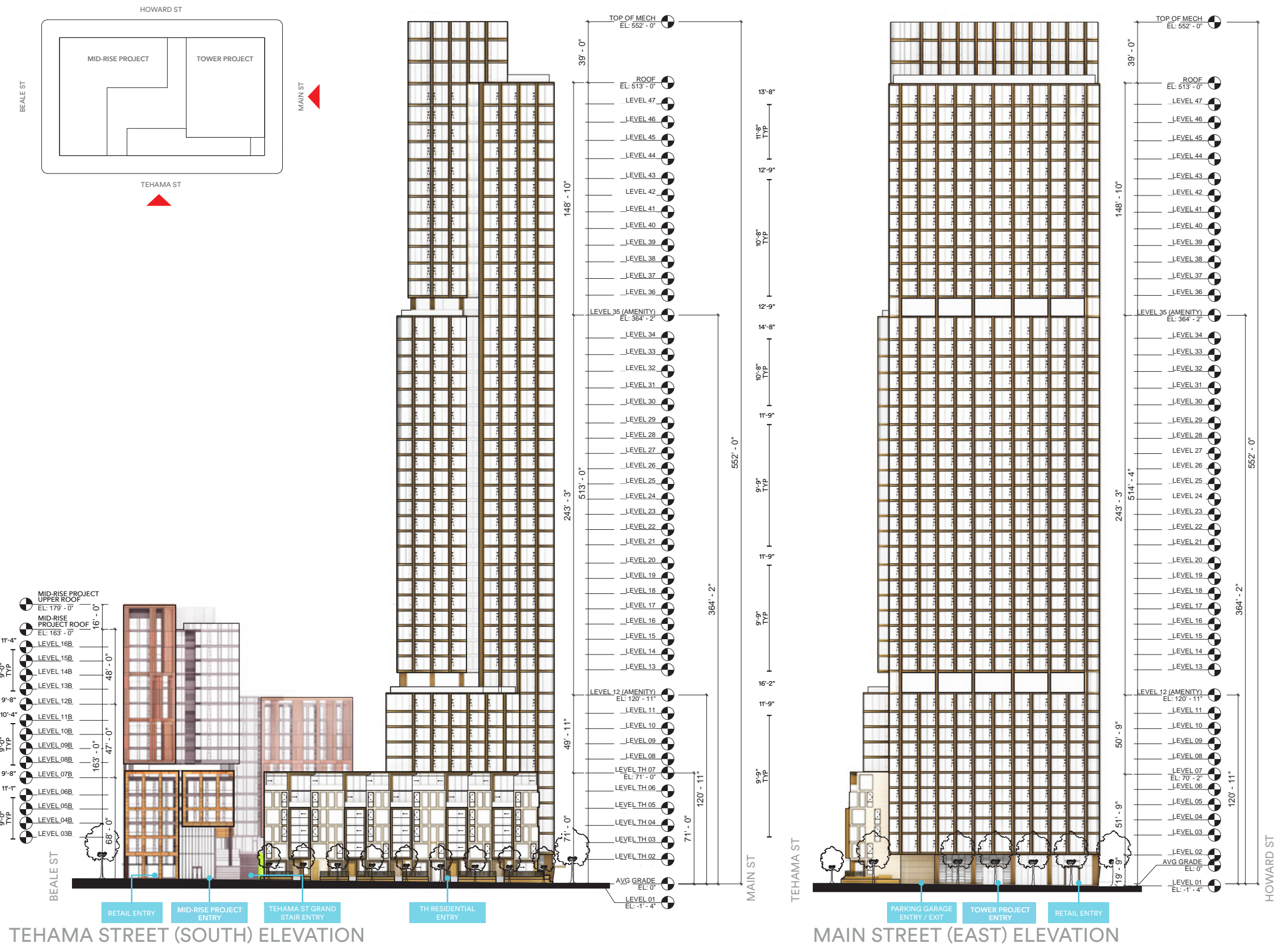


Figure 1
Project Location



Source: Hines, 2020.

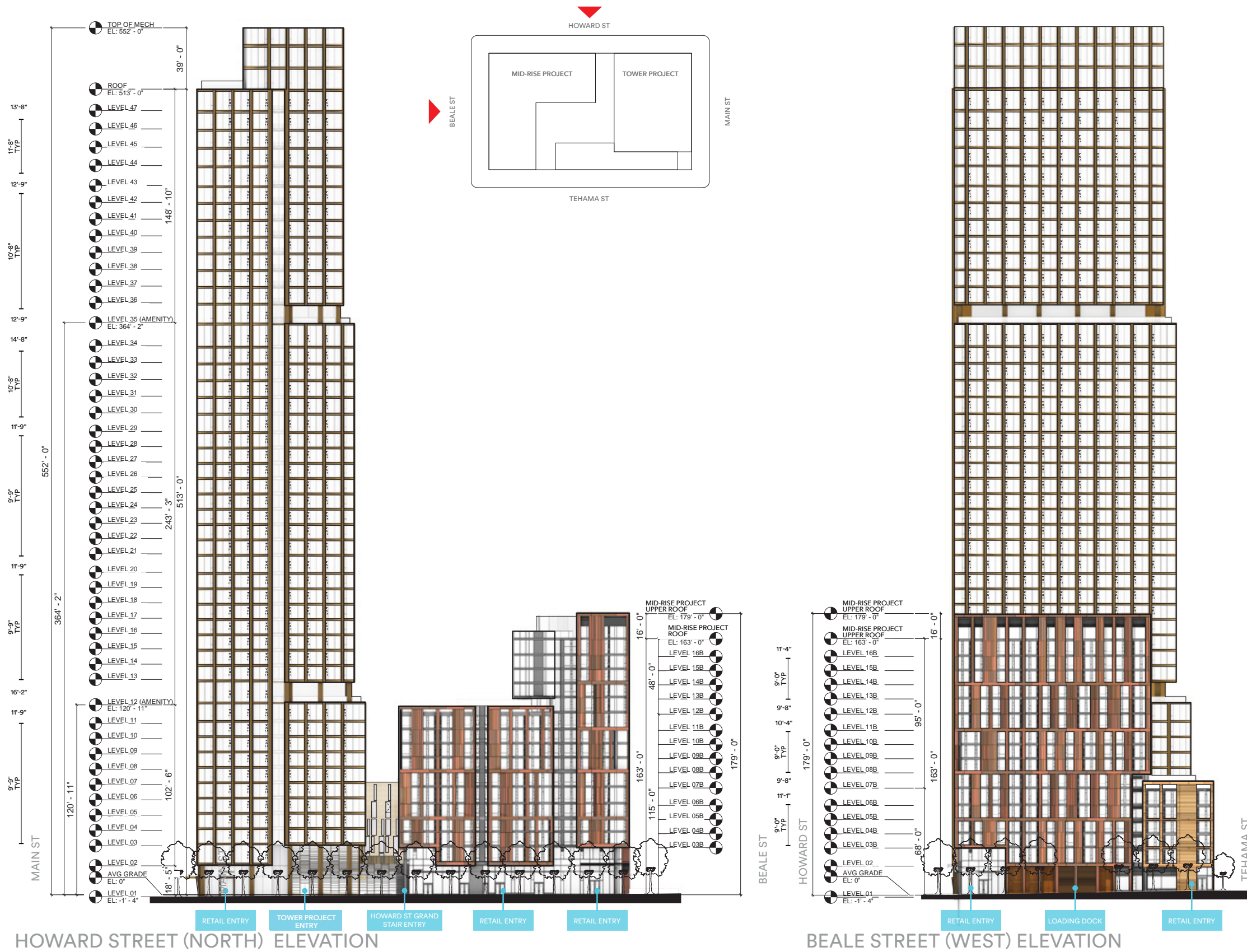
**Figure 2
Proposed Site Plan**



ICF Graphics ... 00069.19 (6-2-2022).JC

Source: Hines, 2022.

Figure 3
Proposed Elevations - Tehama Street (South) & Main Street (East)



Source: Hines, 2022.

Figure 4
Proposed Elevations - Howard Street (North) & Beale Street (West)

Streetscape modifications adjacent to the Project Site would be consistent with the *Transbay Redevelopment Project Area Design for Development* (Design for Development) document published in October 2003 and described and defined in the Redevelopment Plan. The Design for Development provides a development framework for the Transbay Redevelopment Project Area as well as specific design recommendations that apply to all development in the area, including the Proposed Project. For Tehama Street, the Project Sponsor would be responsible for implementing all of the streetscape improvements described below. For Beale Street, Howard Street, and Main Street, the Project Sponsor would be responsible for implementing the streetscape improvements between the property line and the curb; the City would implement the streetscape improvements beyond the curb. Proposed modifications to streets adjacent to the Project Site are as follows:

- **Tehama Street.** The Proposed Project would make Tehama Street a new midblock alley (i.e., a 40-foot right-of-way) between Beale Street and Main Street. The Tehama Street roadway would be approximately 21 feet wide and have one westbound vehicle travel lane, approximately 14 feet wide. A total of nine passenger or commercial loading spaces (about 180 feet long), including two accessible spaces with curb ramps, would be provided on the north side of the street. Raised crosswalks would be provided at the Beale Street and Main Street intersections, connecting the Project Site with the south-adjacent (future) Transbay Block 3 Park. A 12-foot-wide sidewalk with an 8.5 feet clear walkway and curbside tree zone would be constructed on the north side of the street, and a 7-foot-wide sidewalk would be constructed on the south side of the street. A bulb-out would be constructed at the northeast corner of the Tehama Street/Beale Street intersection, increasing the sidewalk width to 19 feet (from 12 feet) and reducing the Tehama Street crossing distance from 21 feet to 14 feet.
- **Beale Street.** Vehicle travel lanes would be reduced from three southbound travel lanes (two mixed-flow lanes and one bus-only lane) to two southbound mixed-flow lanes. A curbside casual carpool lane would be provided on the west side of the street, along with a 6-foot-wide southbound bicycle lane and a 2-foot, 6-inch buffer to separate the bicycle lane from the travel lane. Under the Design for Development program, the east sidewalk would be widened from 10 feet to 30 feet and include a 9-foot-wide clear path of travel adjacent to the building, a 17-foot-wide landscaped area, and a 4-foot-wide hardscaped area along the east curb. A 24-foot-wide curb cut would be constructed to provide vehicle access to the proposed off-street loading dock. However, the City has approved the Active Beale Project, which, instead, would consist of a 12-foot-wide two-way bicycle track and an 8-foot buffer and would be constructed by the City to separate the bicycle lanes from the travel lanes. The Project Sponsor would be responsible for constructing the east sidewalk, which would be widened from 10 feet to 17 feet, 6 inches near the Howard Street intersection and include a 9-foot-wide clear path of travel adjacent to the building; a 6-foot, 6 inch-wide landscaped area; and a 2-foot-wide hardscaped area along the east curb.
- **Howard Street.** Vehicle travel lanes would be reduced from four travel lanes (two westbound mixed-flow lanes, one eastbound mixed-flow lane, and one eastbound bus-only left-turn lane) to two travel lanes (one westbound mixed-flow lane and one eastbound mixed-flow lane), with an eastbound left-turn lane at Main Street. A 12-foot-wide, two-way protected cycle track (class I) would be constructed on the south side of the street, and the existing class III lanes (sharrows) would be removed. Six passenger or commercial loading spaces (about 120 feet long) would be marked on the Project Site frontage, and five passenger or commercial loading spaces (about

100 feet long) would be marked on the opposite (north) side of Howard Street, near the intersection with Beale Street. The existing 12-foot-wide sidewalk with new trees on curbside zone and the 16-foot-wide sidewalk on the north side would be maintained on the street.

- Main Street.** Vehicle travel lanes would be reduced from three northbound travel lanes (two mixed-flow lanes and one bus-only lane) to two northbound mixed-flow lanes. A northbound 6-foot-wide curbside bicycle lane, with a 2-foot, 6-inch buffer to separate it from the travel lanes, would be provided on the east side of the street. On the west side of the street, two passenger or commercial loading spaces would be marked in an approximately 40-foot-long bulb-in on the Project Site frontage north of the proposed garage driveway. Under the Design for Development program, the west sidewalk would be widened from 15 feet to 30 feet and include a 9-foot-wide clear path of travel adjacent to the Tower Project and two configurations for landscaped and hardscaped areas. North of the driveway, the landscaped area would be reduced to 12.5 feet in width, and the hardscaped area would be reduced to 2.5 feet in width at the loading cut-in. South of the garage driveway would be a 17-foot-wide landscaped area and a 4-foot-wide hardscaped area along the curb. A 24-foot-wide curb cut would be constructed to provide vehicular access to the proposed valet parking in the below-grade garage. The City is studying the design of a new one-way protected bicycle lane on the east side of Main Street, which, if approved, would reduce the sidewalk expansion at the Project Site from the proposed 30 feet to 25 feet, 6 inches.

Detailed construction plans have not been finalized. However, based on preliminary plans, it is anticipated that construction activities would take up to approximately 48 months to complete. Work is expected to occur Monday through Friday from 7 a.m. to 8 p.m. On occasion, construction may also take place on Saturdays from 8 a.m. to 4 p.m. on an as-needed basis and subject to compliance with the San Francisco Noise Ordinance and Department of Building Inspection permit provisions. Construction staging would occur primarily within the confines of the Project Site but occasionally use portions of the public right-of-way along Howard, Main, and Beale streets. 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.²

The Proposed Project described above would require amendments to the Transbay Redevelopment Plan and DCDG, as follows:

Redevelopment Plan Amendments

No.	Topic	Plan Standards	Proposed Changes
1	Tower Maximum Height	Maximum height on Block 4 is 450 feet	Increase maximum height to 513 feet on Block 4
2	Increase Bulk Limit on Tower (maximum floor plate area)	Maximum floor plate area is 13,000 square feet (sf) for the portions of a 513-foot-tall Tower higher than 85 feet	Increase maximum floor plate area on Block 4 to 15,200 sf for buildings over 500 feet tall, but limited to the portion of said

² San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets*, 8th edition, revised October 202, https://www.sfmta.com/sites/default/files/reports-and-documents/2022/05/blue_book_8th_ed_accessible_rev_5-2022_v3.7.4.pdf, accessed June 14, 2022.

			buildings between 85 feet and 122 feet in height
3	Increase Bulk Limit on Mid-Rise Project (maximum floor plate area)	Maximum floor plate area of 7,500 sf for buildings with heights in the range of 85 feet to 250 feet (height of Mid-Rise Project)	Increase maximum floor plate area to 13,500 sf for buildings on Block 4 with heights in the range of 85 feet to 250 feet

Overall Block 4 DCDG Amendments

No.	Topic	DCDG Standards	Proposed Changes
1	Parcel, Setback, & Height Maps	Proposed Project is not compliant with restrictions on Parcel Map 3, Setback Map 4, and Height Map 5	Add alternative to parcel, setback, and height maps to match the Proposed Project
2	Construction over Open Space Parcel	Construction over Open Space Parcel allowed on only one block fronting Folsom Street to accommodate expansion of a ground-floor commercial use, with open space on roof	Allow construction over Open Space Parcel on Block 4 to accommodate ground-floor parking and drive aisles, with open space on roof
3	Townhouse Frontage	Required on Main and Beale streets on Block 4	Eliminate requirement for Townhouse frontages on Main and Beale streets
4	Setbacks on Beale, Howard, Main, and Tehama Streets	Six-foot to 10-foot setbacks required	Eliminate setback requirement on Beale and Howard streets, reduce setback length on Main Street frontage to coincide with Townhouse building, and remove setback requirement on Mid-Rise Project's Tehama Street frontage
5	Off-street Parking on Ground Floor	Off-street parking not allowed on ground floor	Permit off-street handicapped parking and temporary valet parking on the ground floor of Block 4

Tower Project DCDG Amendments

No.	Topic	DCDG Standards	Proposed Changes
6	Tower Building Maximum Height	Maximum height is 450 feet on Block 4	Increase maximum height of Tower Parcel to 513 feet on Block 4
7	Tower Building Maximum Screening Height	Maximum of 10% of building height, or 51 feet, for a 513-foot-tall Tower	Maximum of 39 feet of screening above Tower roofline – must adequately screen mechanical equipment

8	Townhouse Parcel Height	Maximum height of Townhouse Parcels is 50 feet	Increase maximum height of Townhouse Parcel to 71 feet on Block 4
9	Townhouse Maximum Number of Floors	Maximum of four floors	Increase to maximum of six floors for Townhouses on Block 4
10	Maximum Plan Dimension	Maximum plan dimension of 130 feet for buildings with heights between 501 and 550 feet	Increase maximum plan dimension to 150 feet for buildings with heights between 501 and 550 feet on Block 4
11	Maximum Floor Plate Aspect Ratio	Maximum 1:1.2 for buildings with heights between 501 and 550 feet	Increase to 1:1.46
12	Maximum Floor Plate Area	Maximum 13,000 sf above 85 feet for buildings with heights between 501 feet and 550 feet	Increase maximum floor plate area on Block 4 to 15,200 sf for the portions of a Tower over 500 feet tall between 85 feet and 122 feet in height
13	Townhouse Width	Maximum of 30-foot-wide Townhouse modules between unit demising walls	Apply to architectural expression of façade/modulation on Block 4

Mid-Rise Project DCDG Amendments

<i>No.</i>	<i>Topic</i>	<i>DCDG Standards</i>	<i>Proposed Changes</i>
14	Block 4 Podium 1 Parcel Height	Maximum of 65 feet	Increase height to maximum 163 feet, redesignate as Mid-Rise Parcel
15	Block 4 Podium 2 Parcel Height	Maximum of 85 feet	Increase height to maximum 115 feet, redesignate as Mid-Rise Parcel
16	Maximum Plan Dimension	Maximum plan dimension of 100 feet for buildings with heights in the range of 85 feet to 250 feet	Increase maximum plan dimension for buildings with heights in the range of 85 feet to 250 feet on Block 4 to 147 feet
17	Maximum Floor Plate Aspect Ratio	Maximum 1:1.6 for buildings with heights in the range of 85 feet to 250 feet	Increase to 1:1.7 for buildings with heights in the range of 85 feet to 250 feet on Block 4
18	Maximum Floor Plate Area	Maximum 7,500 sf for buildings heights in the range of 85 feet to 250 feet	Increase maximum floor plate area to 13,500 sf for buildings with heights in the range of 85 feet to 250 feet on Block 4
19	Mid-rise Parcel Designation	Designated previously as Townhouse Parcel	Redesignate about 75-foot-long portion of Townhouse Parcel to the Block 4 Mid-Rise Parcel

20	Mid-rise Parcel Height at Tehama & Beale	Maximum height of Townhouse Parcel is 50 feet	Portion of Townhouse Parcel redesignated as Mid-Rise Parcel includes maximum height increase to 68 feet
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BACKGROUND

A final environmental impact statement/environmental impact report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project (EIS/EIR Project),³ San Francisco Planning Department (Planning Department) case number 2000.048E and State Clearinghouse number 95063004, was certified on April 22, 2004, at a joint hearing of the San Francisco Planning Commission and the Transbay Joint Powers Board. The EIS/EIR Project consisted of (1) alternative designs for the new Transbay Terminal; (2) an underground extension to the Caltrain commuter rail system, extending 1.3 miles from its current terminus at Fourth and King streets to downtown San Francisco; and (3) several land use redevelopment alternatives as part of the Transbay Redevelopment Plan. The Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project EIS/EIR has been supplemented with eight addenda issued by the co-lead agencies and/or the responsible agencies administering the EIS/EIR Project.

The Transbay Redevelopment Plan sets forth land use and zoning standards as well as public street and streetscape improvements south of the Transbay Terminal, providing additional office, retail/hotel, and residential development, including affordable housing, in the area. Under the Transbay Redevelopment Plan, OCII, as the successor agency to the Redevelopment Agency of the City, has land use authority over Zone One of the Transbay Redevelopment Plan/Redevelopment Project Area and is the California Environmental Quality Act (CEQA) lead agency for approval actions under the Redevelopment Plan.

Development of Assessor’s Block 3739 was included in the Transbay Redevelopment Plan and EIS/EIR analysis. Table 1, below, provides an overview of the development on Assessor’s Block 3739 analyzed in the EIS/EIR under the Full Build Alternative and the Reduced Scope Alternative as well as the proposed development on Block 4 under the Proposed Project. The EIS/EIR studied the two alternatives as representations of the range of reasonable development that could occur. As shown in Table 1, 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.

³ U.S. Department of Transportation, Federal Transit Administration, City and County of San Francisco, Peninsula Corridor Joint Powers Board, and San Francisco Redevelopment Agency, *Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report and Section 4(f) Evaluation*, March 2004. Available: <<https://tjpa.org/documents/final-eiseir>>. Accessed September 2, 2020.

Table 1. Overview of EIS/EIR Full Build Alternative and Reduced Scope Alternative Assumptions Compared to 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 Project
Residential (number of d.u.)	1,758,375 gsf (1,465 d.u.)	878,400 gsf (732 d.u.)	839,341 gsf (681 d.u.)
Office	397,360 gsf	0 gsf	0 gsf
Retail	98,935 gsf	58,400 gsf	8,389 gsf
Total	2,254,670 gsf	936,800 gsf	847,730 gsf^a
Source: Hines, 2022. Note: ^a . The total includes residential gsf and retail gsf, plus areas such as lobbies and other shared spaces. The total does not include the area for underground parking, major utilities, or loading on the ground floor. Accounting for all of the aforementioned areas, the Proposed Project would construct a total of approximately 955,259 gsf. d.u. = dwelling unit; gsf = gross square feet			

The DCDG added further specificity to the proposed bulk/massing on the Project Site by calling for townhouses up to 50 feet in height on the southwestern portion of the Project Site; a mid-rise building⁴ up to 65 feet in height on the northwestern portion of the Project Site; a mid-rise building up to 85 feet in height on the northern portion of the Project Site; and a tower up to 450 feet in height on the eastern portion of the Project Site, with open space in the central core of the Project Site.⁵

The EIS/EIR characterized the anticipated development in the Transbay Redevelopment Project Area as transit-oriented land uses in the vicinity of the Transbay Terminal, providing a mix of residential and commercial space. The land use plan studied in the EIS/EIR identified a development program for the Block 4 site, consisting of primarily residential uses, with some office and ground-floor retail uses and services.

B. PROPOSED REVISIONS TO THE EIS/EIR PROJECT

The Transbay Redevelopment Plan divided Assessor’s Block 3739 into three separate areas: Block 2 (fronting Folsom Street),⁶ Block 3 (proposed to include a public park), and Block 4 (fronting Howard Street).

⁴ DCDG nomenclature refers to these mid-rise buildings as "podium" buildings, but for sake of clarity they are referred to herein as "mid-rise" buildings, as distinguished from the actual Podium building in the Proposed Project.

⁵ San Francisco Redevelopment Agency, *Development Controls and Design Guidelines for the Transbay Redevelopment Project*, January 25, 2005 (as amended), https://sfocii.org/sites/default/files/20180906_TB_DCDG_Revision.pdf, accessed June 6, 2022.

⁶ 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.

The Project Site, and the focus of this EIR addendum, includes Block 4 and a new segment of Tehama Street immediately adjacent to the southeast.

The Proposed Project differs from the development described in the EIS/EIR in that a 513-foot-tall tower with slightly larger massing at heights between 85 to 122 feet (the Tower Project) is now proposed at the eastern edge of Block 4 instead of the previously analyzed 450-foot-tall tower, and permits larger maximum floor plates (up to 15,200 square feet) that portion of the tower between 85 feet and 122 feet in height. In addition, the mid-rise components of the Proposed Project would be taller than the height and have greater bulk/massing than the limits studied in the EIS/EIR. Table 2, below, compares the development on Assessor’s Block 3739 analyzed in the EIS/EIR under the Full Build Alternative to the proposed development on Block 4 under the Proposed Project.

Table 2. Detailed Comparison of EIS/EIR Full Build Alternative Assumptions to Proposed Project

Features	EIS/EIR Full Build Alternative Assumptions for Assessor’s Block 3739	Proposed Project
Demolition	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
Total Square Footage	2,254,670 gsf ^a	847,730 gsf ^b
Residential Square Footage	1,758,375 gsf	839,341 gsf
Number of d.u. ^b	1,465 d.u. ^a	681 d.u.
Retail Square Footage	98,935 gsf ^a	8,389 gsf
Tower Height	Up to 450 feet	513 feet*
Townhouse Height	Up to 50 feet	71 feet*
Podium Height (northwest)	Up to 65 feet	163 feet*
Podium Height (north)	Up to 85 feet	115 feet*
Source: Hines, 2022. Notes: ^a . Includes Full Build Alternative for all of Assessor’s Block 3739. ^b . The total includes residential gsf and retail gsf, plus areas such as lobbies and other shared spaces. The total does not include the area for underground parking, major utilities, or loading on the ground floor. Accounting for all of the aforementioned areas, the Proposed Project would construct a total of approximately 955,259 gsf. * Indicates non-conformance with the Transbay Redevelopment Plan and the EIS/EIR analysis. Refer to the lists of required amendments to the Transbay Redevelopment Plan and DCDG in Section A, Project Description. d.u. = dwelling unit; gsf = gross square feet		

As shown in Table 2, all features of the Proposed Project would conform to the Redevelopment Plan land use program studied in the EIS/EIR, with the exception of the building heights and bulk/massing. At 513 feet tall, the Proposed Project’s tower would be 63 feet taller than the 450-foot height limit established in the Transbay Redevelopment Plan and analyzed in the EIS/EIR. In addition, the increased townhouse and

podium (mid-rise) heights would be 21 to 98 feet taller than the respective height limits. OCII is therefore seeking amendments to the Transbay Redevelopment Plan and DCDG together with its authorization of a DDA and approval of a Schematic Design for the Block 4 Project.

As discussed above, the Transbay Redevelopment Plan divided Assessor’s Block 3739 into three separate areas: Block 2 (fronting Folsom Street), Block 3 (proposed to include a public park), and Block 4 (fronting Howard Street). The Proposed Project would not include any potential development on Block 2. 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 potential development on Block 2 need to be considered together. Table 3, below, provides an overview of the development on Assessor’s Block 3739 analyzed in the EIS/EIR under the Full Build Alternative, the proposed development on Block 4 under the Proposed Project, and the potential development on Block 2. As shown in Table 3, the total proposed development on Blocks 2 and 4 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 heights and bulk/massing at Block 4 compared to the heights and bulk/massing analyzed in the EIS/EIR.

Table 3. Overview of EIS/EIR Full Build Alternative Assumptions Compared to Block 2 and Proposed Project

Square Footage	EIS/EIR Full Build Alternative Assumptions for Assessor’s Block 3739	Block 2 (Potential)^a	Block 4 (Proposed Project)	Total Proposed Development at Blocks 2 and 4
Residential (number of d.u.)	1,758,375 gsf (1,465 d.u.)	239,200 gsf (341 d.u.)	839,341 gsf (681 d.u.)	1,078,541 gsf (1,022 d.u.)
Office	397,360 gsf	0 gsf	0 gsf	0 gsf
Retail	98,935 gsf	12,800 gsf ^b	8,389 gsf	21,189 gsf
Total^c	2,254,670 gsf	252,000 gsf	847,730 gsf	1,099,730 gsf

Sources: Hines, 2022; OCII, 2022.

Notes:

a. Development includes potential buildout at Block 2, but the project at Block 2 is not analyzed in this EIR addendum.

b. The retail square footage includes the proposed childcare uses at Block 2.

c. The total includes residential gsf and retail gsf, plus areas such as lobbies and other shared spaces. The total does not include the area for underground parking, major utilities, or loading on the ground floor. Accounting for all of the aforementioned areas, the Proposed Project would construct a total of approximately 955,259 gsf.

d.u. = dwelling unit; gsf = gross square feet

C. REQUIRED PROJECT APPROVALS

As shown in Table 2, all features of the Proposed Project would conform to the Redevelopment Plan land use program studied in the EIS/EIR, with the exception of building heights and bulk/massing. At 513 feet tall, the Proposed Project's tower would be 63 feet taller than the 450-foot height limit established in the Redevelopment Plan and analyzed in the EIS/EIR. In addition, the townhouse and podium heights would be 21 to 98 feet taller than the respective height limits. OCII is therefore seeking an amendment to the Redevelopment Plan and DCDG to increase the height limit on the Block 4 site from 450 feet to 513 feet and approval of a DDA and a Schematic Design for the Proposed Project.

The following approvals are required for the Proposed Project:

OCII Commission

- Redevelopment Plan Amendment
- Report to Board of Supervisors on Redevelopment Plan Amendment
- DCDG Amendment
- DDA
- Schematic Design

Planning Commission

- General Plan Amendment
- Zoning Map Amendment
- General Plan Consistency Findings - Report and Recommendation to Board of Supervisors

Board of Supervisors

- General Plan Amendment
- Zoning Map Amendment
- Redevelopment Plan Amendment
- Property Disposition Report/Findings

D. ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

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 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.

No new or more severe significant impacts beyond those studied in the EIS/EIR would occur, as discussed in Section D, Analysis of Potential Environmental Effects, and the preliminary checklist. Thus, as discussed in Section B, Proposed Revisions to the EIS/EIR Project, the only substantive modifications

to the Proposed Project that were not previously studied in the EIS/EIR are the height change from 450 feet to 513 feet and the change to bulk/massing. Therefore, the only CEQA topics that require additional evaluation are those for which impacts could worsen because of the additional building height: wind and shadow. Wind and shadow studies for the Proposed Project are included as part of the addendum to the EIS/EIR. Moreover, as a transit-oriented infill project, neither aesthetic nor parking impacts are considered significant impacts on the environment.⁷ Although not required under CEQA, aesthetics is discussed below. In addition, although the Proposed Project would not generate more trips than anticipated in the EIS/EIR, transportation is analyzed in detail below to allow a full discussion of design-specific site circulation issues. A transportation study for the Proposed Project is included as part of the addendum to the EIS/EIR. Based on the aforementioned reasons, aesthetics, transportation, wind, and shadow 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, would be consistent with 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
- Population and Housing
- Public Services
- 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 Terminal/Caltrain downtown rail extension (DTX) portions of the EIS/EIR and were administered by the Transbay Joint Powers Authority (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 Terminal/Caltrain DTX as well as other transportation improvements and development opportunities associated with the Transbay Program).⁸ 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

⁷ The Proposed Project meets the definition of a mixed-use project on an infill site within a transit priority area, as specified by CEQA section 21099.

⁸ The Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project is referred to as the Transbay Program in the SEIS/SEIR.

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 plan amendment and the Proposed Project, pursuant to CEQA Guidelines section 15164. The project evaluated in the SEIS/SEIR includes refinements to the DTX component of the Transbay Program, some additional transportation improvements in the Transbay Redevelopment Area, and potential new development opportunities. However, the draft SEIS/SEIR project does not propose modifications at or adjacent to Block 4 or changes to the Transbay Redevelopment Plan component of the Transbay Program.

Overall land use impacts from the project analyzed in the draft 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 draft 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, p. 3.3-20 and 3.3-21.) The draft 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 proposed City park (now the existing Salesforce Park). However, the elevation of this facility would be only slightly higher than the elevation of the 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.

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

Transbay EIS/EIR

The visual and aesthetics analysis in the EIS/EIR anticipated that the Redevelopment Plan would cause a relatively large increase in the number and size of buildings in the Transbay Redevelopment Project Area. The EIS/EIR also found that public views within and across the Transbay Redevelopment Project 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. Visual simulations were prepared for the EIS/EIR, based on the 2003 *Transbay Redevelopment Project Area Design for Development Vision* (also known as the Design for Development). 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.

Proposed Project and Cumulative Conditions

The Proposed Project meets the definition of a mixed-use project on an infill site within a transit priority area, as specified by CEQA section 21099.⁹ Accordingly, this EIR addendum does not contain an in-depth discussion of the topic of aesthetics, which, pursuant to section 21099, cannot be considered in determining the significance of the physical environmental effects of such projects under CEQA. Therefore, the proposed height increase could not result in significant aesthetic impacts under CEQA, and no mitigation measures are necessary.

The Proposed Project would increase the height of the Tower Project from 450 feet to 513 feet. The 513-foot height would match the height of towers constructed in the immediate vicinity of Block 4. However, the tower would be the sole tower on Block 4, providing ample separation from nearby towers. Between Block 4 and the waterfront are Rincon Park, The Embarcadero, and two to three blocks that contain high-rise buildings with podiums and towers. Directly across Howard Street, north of the Project Site, is a newly constructed tower with a roof height of 550 feet. Buildings to the north, between the Project Site and the waterfront, generally step down in height. In addition, considering the approved building heights within districts north, west, and the south of Block 4, which include approved heights between 400 and 1,000 feet, the Proposed Project's height would blend appropriately into the San Francisco skyline, as planned (Figure 5).

TRANSPORTATION

As noted above, the Proposed Project would not exceed the EIS/EIR assumptions for retail, residential, and total square footage, as well as the number of dwelling units, at the Block 4 site. Therefore, the Proposed Project would not generate more person trips or vehicle trips than previously analyzed and would not cause traffic to worsen to a greater degree than reported in the EIS/EIR, as explained further below.

Transportation impact studies prepared by the Planning Department for CEQA purposes estimate future cumulative traffic volumes, based on cumulative development and growth identified by the San Francisco County Transportation Authority's (SFCTA's) SF-CHAMP travel demand model. The SF-CHAMP model uses zoning as part of the basis for its growth calculations. SF-CHAMP data prepared after adoption of the Transbay Redevelopment Plan takes into account the revised zoning for the Transbay Redevelopment

⁹ San Francisco Planning Department. September 29, 2020. *Eligibility Checklist: CEQA Section 21099 Modernization of Transportation Analysis*. Record No. 2018-015785ENV, 200 Folsom Street/200-272 Main Street. This document is available for review at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, as part of Case File No. 2018-015785ENV.

Area, including the Zone One TB DTR (Transbay Downtown Residential) Use District and 50/85/450-TB Height and Bulk District established for the Block 4 site. Therefore, CEQA transportation impact studies prepared after adoption of the Transbay Redevelopment Plan include the potential growth enabled by the plan in their cumulative analyses.

A transportation circulation study was prepared for the Proposed Project,¹⁰ as summarized below and included in Appendix A. The transportation circulation study assumed 683 dwelling units and 8,282 gsf of ground-floor retail space. Subsequent to the preparation of the transportation circulation study, the Proposed Project was revised to include 681 dwelling units and 8,389 gsf of ground-floor retail space. These minor revisions to the Proposed Project were evaluated (refer to Appendix A) and it was determined that there are no changes required to the conclusions in the transportation circulation study.¹¹

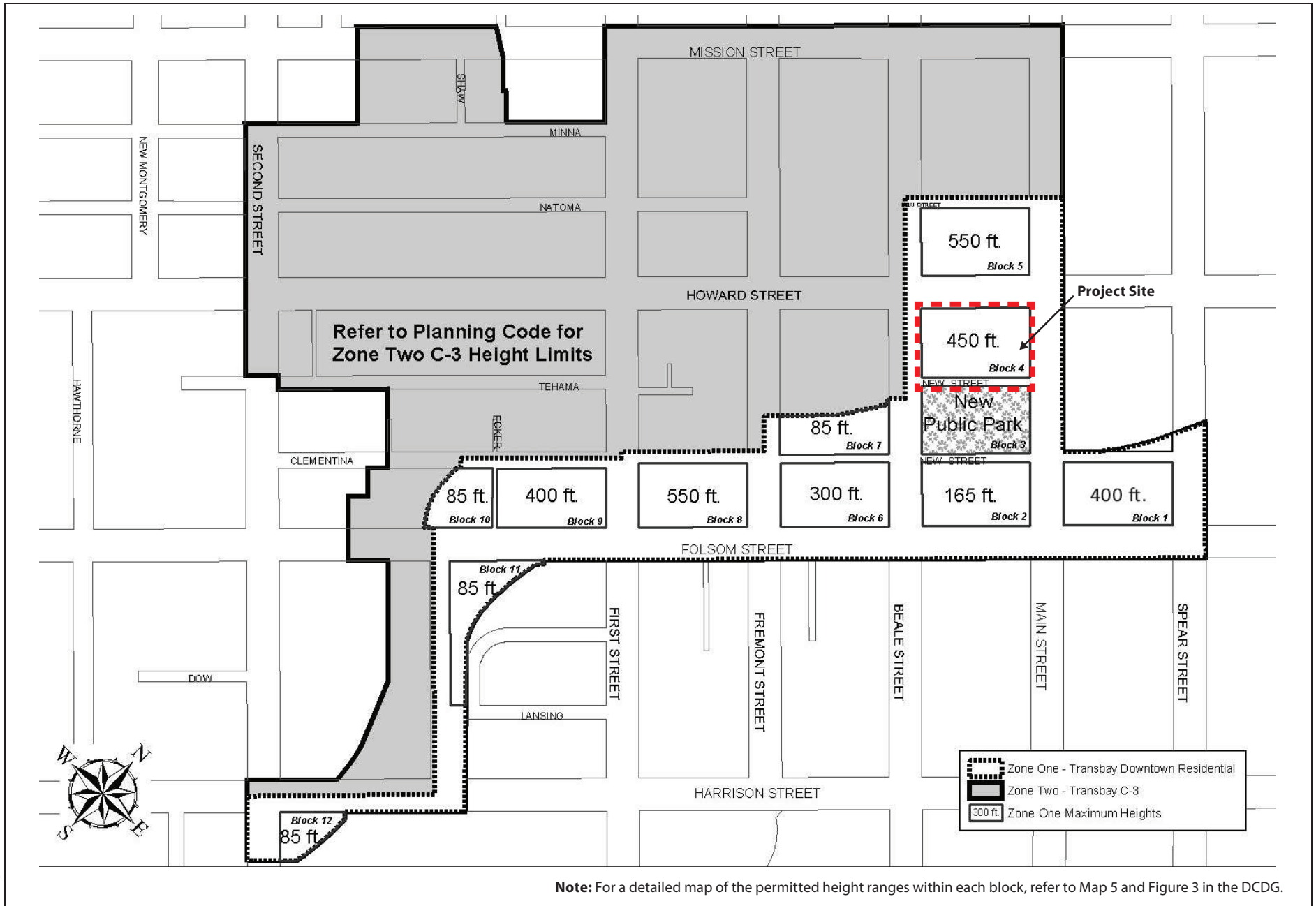
The transportation study area includes all aspects of the transportation network in the vicinity of the block bounded by Howard Street to the north, a new midblock alley section of Tehama Street (and Folsom Street) to the south, Main Street to the east, and Beale Street to the west. The transportation study area consists of travel corridors and facilities such as transit routes and stations, bicycle routes and amenities, pedestrian sidewalks and crossings, and the overall vehicular roadway network that residents, employees, and visitors would use in traveling to and from the Project Site.

The following scenarios were evaluated to identify potential transportation impacts of the Proposed Project:

- **Existing Conditions.** Existing land use and transportation conditions on the block (refer to Appendix A for a summary of existing conditions).
- **Existing-plus-Project Conditions.** Existing land use and transportation conditions with the addition of the Proposed Project. This scenario includes changes to the transportation network since the analysis for the Transbay EIS/EIR was conducted and identifies if these modifications would affect the conclusions of the Transbay EIS/EIR.
- **Cumulative Conditions.** Land use and transportation conditions, considering background growth and development, reasonably foreseeable changes to the transportation network, and incremental growth and development. This scenario includes a review of currently planned cumulative development and streetscape projects and identifies if these modifications would affect the conclusions of the Transbay EIS/EIR.

¹⁰ Kittelson & Associates, *Transbay Block 4 Transportation Circulation Study*, July 17, 2020.

¹¹ Kittelson & Associates, *Transbay Block 4 – Supplemental Transportation Assessment*, June 8, 2022.



Source: Redevelopment Plan for the Transbay Redevelopment Project Area, 2016.

Figure 5
Maximum Heights in Transbay Redevelopment Area (Zone One)

The assessment in the transportation circulation study, summarized below, documents the land use and transportation network changes as a result of the Proposed Project and their effects on circulation on transportation modes in the study area. The Proposed Project as well as cumulative conditions are reviewed for impacts related to vehicle miles traveled (VMT), driving hazards, pedestrians, bicyclists, public transit, emergency access, and loading. For each transportation-related topic, an assessment is conducted to determine whether the change in Block 4 would result in changes to the transportation-related findings in the Transbay EIS/EIR. The 2020 impact analysis uses the data and guidance within the Planning Department’s 2019 *Transportation Impact Analysis Guidelines* (TIA Guidelines). OCII acknowledges and accepts the use of the TIA Guidelines for the analysis of the Proposed Project’s transportation impacts.

Proposed Project Trip Generation

Trip generation refers to the number of estimated trips people would take to and from the Project Site, regardless of the way they travel. Table 4, below, presents the person-trip rates and estimates the number of daily and PM Peak-Hour person trips by land use. Proposed Project person trips were assigned to travel modes (automobile, taxi/transportation network company [TNC], transit, walking, bicycling), based on the mode shares presented in the TIA Guidelines for the Proposed Project’s district (district 2, South of Market [SoMa]) and placetype (placetype 1, urban high density). Table 5, below, provides the estimated percentage and number of PM Peak-Hour Proposed Project trips by mode. Table 6, below, presents Proposed Project vehicle trip generation estimates by direction (inbound and outbound).

Table 4. Person-Trip Generation Rates and Estimates by Land Use for the Proposed Project

Land Use	Daily Rate	PM Peak-Hour Percentage, Daily	Daily Person Trips	PM Peak-Hour Person Trips
Residential (1,156 bedrooms)	5/bedroom	8.9%	5,202	459
Restaurant Composite (8,282 gsf) ^a	600/1,000 gsf	13.5%	4,969	670
Sources: 2019 TIA Guidelines; Kittelson, 2020.				
Notes:				
^a . The retail tenants are not known at this time. For conservative purposes with respect to estimating the maximum adverse effect on trip generation, a “composite rate” restaurant is assumed. In addition, the retail area has been increased slightly as part of the conservative scenario.				

Table 5. Person-Trip Generation Estimates by Mode and Land Use for the Proposed Project

Mode	Mode Share		Weekday PM Peak-Hour Person Trips		
	Residential	Restaurant Composite	Residential	Restaurant Composite	Total
Auto	25%	11%	115	76	191
Taxi/Transportation Network Company	6%	5%	28	31	59
Transit	28%	25%	129	170	299
Walking	38%	55%	174	368	542
Bicycling	3%	4%	13	25	38
Total	100%	100%	459	670	1,129

Sources: 2019 TIA Guidelines; Kittelson, 2020.

Table 6. Proposed Project Vehicle Trip Generation Estimates by Land Use

Land Use	Weekday PM Peak-Hour Vehicle Trips		
	Inbound	Outbound	Total
Residential	60	17	77
Restaurant Composite	14	34	48
Total Private Vehicle Trips	74	51	125
Taxi/TNC	35	35	70
Total Private Vehicle and Taxi/Transportation Network Company Trips	109	86	195

Sources: 2019 TIA Guidelines; Kittelson, 2020.

As shown in Table 4 and Table 5, the Proposed Project would generate a total of 1,129 person trips (459 generated by the residential component and 670 generated by the restaurant component) during the weekday PM Peak Hour. Of these 1,129 total person trips, 542 would be people walking to and from the site, 299 would be people taking transit, 191 would be automobile person trips, 59 would be taxi/TNC trips, and 38 trips would be made by bicycle. As shown in Table 6, the 191 automobile person trips would result in a total of 125 vehicle trips (77 generated by the residential component and 48 generated by the restaurant component) during the weekday PM Peak Hour. Of these 125 vehicle trips, 74 would be traveling inbound to the Project Site, and 51 would be departing the Project Site. The 59 taxi/TNC person trips would result in a total of 70 taxi/TNC vehicle trips, 35 inbound and 35 outbound. The taxi/TNC vehicle trip generation accounts for trips to and from the Project Site.

Vehicle Miles Traveled

Transbay EIS/EIR

The Transbay EIS/EIR evaluated four traffic scenarios: 1) existing conditions, 2) year 2020 with no project, 3) year 2020 plus project (the Transbay Terminal and Transbay Redevelopment Plan), and 4) a

2020 cumulative scenario that included concurrent and reasonably foreseeable projects. The EIS/EIR analysis showed that background traffic volumes would grow over time and traffic delays would lengthen at nearly all 27 intersections studied, even without implementation of the Transbay Redevelopment Plan. The EIS/EIR identified significant traffic impacts at seven intersections under the 2020 plus-project and the 2020 cumulative scenarios.

The EIS/EIR stated that improvements at individual intersections and implementation of an integrated transportation management system could somewhat reduce localized congestion but may not fully mitigate the impact of increased traffic congestion resulting from the Transbay Terminal and Transbay Redevelopment Plan to a less-than-significant level. The EIS/EIR therefore concluded that the significant traffic impacts would be unavoidable. No mitigation measures applicable to individual development projects were identified.

Existing-plus-Project Conditions

Since preparation of the Transbay EIS/EIR, the Office of Planning and Research and the Natural Resources Agency issued new CEQA Guidelines for analyzing transportation impacts. By July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT rather than congestion levels at intersections. On March 3, 2016, the San Francisco Planning Commission adopted the Office of Planning and Research's recommendation to use the "vehicle miles traveled" (VMT) metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). On October 15, 2019, the OCII Commission adopted, by Resolution No. 25-2019, criteria for determining the significance of transportation impacts based on VMT.¹² A VMT-based approach was used to prepare the transportation analysis for this EIR addendum, which is consistent with Section 21099 of the Public Resources Code, Section 15064.3 of the CEQA Guidelines, the Governor's Office of Planning and Research publication *Technical Advisory on Evaluating Transportation Impacts Under CEQA* (December 2018), and the Planning Department's publication *Transportation Impact Analysis Guidelines* (February 2019).

Consistent with CEQA Guidelines at the time, the Transbay EIS/EIR included an evaluation of automobile delay (vehicle level of service [LOS]), as summarized above; it did not include an evaluation of VMT. As a result, VMT is not specifically addressed in the Transbay EIS/EIR, and no relevant mitigation measures were identified. For the purposes of CEQA, the Proposed Project would not result in significant impacts related to automobile delay (vehicle LOS). No mitigation measures are necessary, and automobile delay is not discussed further in this document (for additional information, refer to Appendix A).

VMT per person (or per capita) is a measurement of the amount and distance that a resident, employee, or visitor drives; it also accounts for the number of passengers within a vehicle. Many interdependent factors affect the amount and distance a person might drive. In particular, the built environment affects how many places a person can access within a given distance or time, and at a given cost, using different ways to travel (e.g., private vehicle, public transit, bicycling, walking, etc.). Typically, low-density development located at great distances from other land uses, and in areas with few options for ways to travel, provides less access than a location with high density, a mix of land uses, and numerous ways

¹² Commission on Community Investment and Infrastructure, Resolution No. 25-2019, October 15, 2019.

to travel. Therefore, low-density development typically generates higher VMT rates than a similarly sized development in an urban area.

Given these behavior travel factors, on average, persons living or working in San Francisco have lower VMT rates than persons living or working elsewhere in the nine-county San Francisco Bay Area region. On a more granular level, persons living or working in some areas of San Francisco have, on average, lower VMT rates per person than persons living or working elsewhere in San Francisco. The City establishes different VMT rates per capita geographically through transportation analysis zones (TAZs).

The SFCTA uses SF-CHAMP to estimate VMT by private automobiles and taxis for different TAZs. The model estimates daily VMT for residential, office, and retail land use types. For residential and office uses, the SFCTA uses tour-based analysis. A tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from a site. For retail uses, the SFCTA uses trip-based analysis. A trip-based analysis counts VMT from individual trips to and from a site (as opposed to an entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail sites because a tour is likely to consist of trips that stop at multiple locations; therefore, summarizing tour VMT to each location would over-estimate VMT.^{13,14,15}

The Project Site is in TAZ 764. Existing average daily VMT per capita in TAZ 764 is below regional average daily VMT per capita, as follows:

- For residential uses, the existing average household daily VMT per capita is 3.2, which is about 81 percent below the existing regional average household daily VMT per capita of 17.2.
- For the retail uses, the average daily VMT per retail employee is 9.2, which is about 32 percent below the existing regional average daily retail VMT per employee of 14.8.

Given the Project Site is in an area where existing VMT is more than 15 percent below the existing regional average, the Proposed Project's residential and retail uses would not cause substantial additional VMT. Furthermore, because of its location within 0.5 mile of an existing major transit stop, the Project Site meets the "proximity to transit stations" screening criterion, which also indicates that the Proposed Project's uses would not cause substantial additional VMT. The Proposed Project would not include features that would substantially induce automobile travel (e.g., additional roadway capacity). For these reasons, VMT-related impacts for the Proposed Project would be less than significant.

¹³ To state another way, a tour-based assessment of VMT at a retail site would consider VMT for all trips in the tour for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double counting.

¹⁴ Retail travel is not explicitly captured in the San Francisco chained activity modeling process; rather, there is a generic "other" purpose, which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "other" travel generated by Bay Area households. The denominator of employment, including retail; cultural, institutional, and educational; medical employment; school enrollment; and number of households, represents the size, or attraction, of the zone for this type of "other" travel.

¹⁵ San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis*, Appendix F, Attachment A, March 3, 2016.

Cumulative Conditions

Cumulative average daily VMT per capita in TAZ 764 is below regional average daily VMT per capita, as follows:

- For the residential uses, the cumulative average household daily VMT per capita is 2.4, which is about 85 percent below the cumulative regional average household daily VMT per capita of 16.1.
- For the retail uses, the cumulative average daily VMT per retail employee is 8.3, which is about 42 percent below the cumulative regional average daily retail VMT per employee of 14.5.¹⁶

As with the existing-plus-project analysis, the Project Site meets the “proximity to transit stations” screening criterion and is in an area where cumulative VMT would be more than 15 percent below the cumulative regional average. The Proposed Project’s residential and retail uses would not cause substantial additional VMT. Therefore, no significant cumulative VMT impacts would occur.

Driving Hazards

Transbay EIS/EIR

This section provides a qualitative assessment of the effect of the Proposed Project on conditions for people driving. It considers whether the Proposed Project could create potentially hazardous conditions for people driving or result in new or substantially more severe transportation impacts than those identified in the Transbay EIS/EIR. However, driving hazards were not specifically addressed in the Transbay EIS/EIR. Therefore, no relevant mitigation measures were identified in the Transbay EIS/EIR.

Existing-plus-Project Conditions

The Proposed Project would consist of parking for up to 275 vehicles (including two car share vehicles) within 224 physical stalls and additional space provided by car stackers, , all serviced exclusively by valet staff, which would be accessible via a 24-foot-wide curb cut and a two-way driveway along Main Street. The garage driveway would provide entry and exit lanes on the left-hand side; the directionality would be reversed from a typical orientation so that inbound and outbound left turns would not overlap. The reversed directionality would reduce the potential for conflicts while entering or exiting the driveway. During the PM Peak Hour, demand from the Proposed Project would generate 74 inbound and 51 outbound vehicle trips. Outbound vehicle trips would be naturally metered by the rate at which valet operations occur. The proposed staging area would accommodate inbound valet trips onsite rather than in the public right-of-way or along the driveway. Inbound drivers would make the left turn from the leftmost travel lane. Outbound drivers would have a generally unobstructed view of northbound traffic as they turn left onto Main Street.

The Project Site would also include a 24-foot-wide curb cut along its Beale Street frontage to provide freight access to the proposed off-street loading dock, which would include two 10-foot-wide loading bays. The Proposed Project would generate a demand for four freight and delivery service-vehicle loading spaces

¹⁶ Retail travel is not explicitly captured in the San Francisco chained activity modeling process; rather, there is a generic "other" purpose, which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "other" travel generated by Bay Area households. The denominator of employment, including retail; cultural, institutional, and educational; medical employment; school enrollment; and number of households, represents the size, or attraction, of the zone for this type of "other" travel.

during the peak hour and two spaces during the average hour. The proposed supply of on- and off-street freight loading spaces would meet expected peak-hour demand. To access the loading dock, trucks would need to reverse into the loading dock, which may temporarily block one or both vehicle travel lanes on Beale Street while they maneuver. Freight and delivery service vehicles would be traveling at speeds of less than 5 miles per hour (mph) as they maneuver into/out of the loading dock. Given the signalized intersection spacing and the observed vehicle speed and progression along the corridor, people driving would also be traveling at relatively slow speeds. They would have clear sight lines and be able to see and react to downstream truck activity. For these reasons, the curb cut would constitute a temporary obstruction for through traffic but would not cause potentially hazardous conditions for people driving.

The proposed extension of Tehama Street to allow one-way (westbound) travel between Main and Beale streets would provide improved multi-modal and vehicle circulation in the study area. Raised crosswalks along Tehama Street at Main and Beale streets would reduce the speed of vehicles while entering and exiting Tehama Street and minimize the potential for conflicts.

Given the traffic volume and site design, the Proposed Project would not result in vehicle queuing or circulation issues that would create potentially hazardous conditions for people driving. Furthermore, the Proposed Project would decrease residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in the number of vehicle trips as well as anticipated commercial loading activity. As such, the potential for hazardous conditions for people driving would be less than that analyzed in the Transbay EIS/EIR. Impacts of the Proposed Project would be less than significant, and no mitigation measures are required.

Implementation of Improvement Measure I-TR-1 and Improvement Measure I-TR-2 is recommended to further reduce these less-than-significant impacts.¹⁷

Improvement Measure I-TR-1: Driveway and Loading Operations Plan (DLOP). The property owner shall implement the following measures to reduce potential conflicts related to driveway operations, including loading activities and people walking, biking, and driving:

- *Trash/Recycling/Compost Collection Design and Management.* The property owner shall provide convenient off-street trash, recycling, and compost storage room(s) for the Proposed Project and a procedure for collection. The transportation coordinator or building manager shall implement these procedures.
- *Color Curb Application.* The property owner shall submit documentation to the Environmental Review Officer to confirm that he or she applied to the SFMTA for on-street color curb zones.
- *Attendant.* The transportation coordinator shall ensure that building management employs a loading dock attendant(s) for the Proposed Project's off-street loading dock. The loading dock attendant shall be stationed at the loading dock driveway to direct vehicles while entering and exiting the loading dock, avoid any safety-related conflicts with public right-of-way users, and ensure proper allocation of freight and delivery service vehicles to available spaces. The loading dock shall be attended during business operating hours, which are anticipated to be 8 a.m. to 10 p.m. every day.

¹⁷ The analysis herein assumes implementation of these improvement measures as conditions of Proposed Project approval, and the Project Sponsor has agreed to them.

- *Driveway Operational Safety.* The transportation coordinator shall provide notifications and information to users of the Project Site regarding driveway operational safety, including the maximum vehicle size and height for the loading dock. The loading dock would be limited to use by vehicles shorter than 30 feet; vehicles longer than 30 feet would be directed to on-street loading zones.
- *Signage/Warning Devices.* The property owner shall install “FULL” signage near the off-street loading dock entrance. The transportation coordinator shall indicate “FULL” if the off-street facility is fully occupied or if the coordinator anticipates it will be occupied by a forthcoming delivery (i.e., in the next 10 minutes). The property owner shall also install signage at the off-street facility to alert drivers to people walking or bicycling who may be behind a vehicle or in a driver’s blind spot during access or egress. The property owner shall also install audible warning devices at locations where the off-street facility interfaces with the public right-of-way to alert other public right-of-way users of vehicles entering or exiting the off-street facility.
- *Large Truck Access.* The property owner shall identify convenient on-street loading spaces (i.e., within 250 feet of the site) that could accommodate large trucks (i.e., trucks longer than 30 feet), which the off-street loading facility cannot accommodate. The property owner shall also identify procedures for reserving these spaces from the SFMTA as well as procedures for guiding large trucks to the spaces. The transportation coordinator shall implement these procedures.

The property owner shall prepare a DLOP that documents the Proposed Project’s compliance with the measures described above. The details of the DLOP shall be developed in coordination with the Planning Department and the SFMTA and reviewed and approved by the Environmental Review Officer, or designee, of the Planning Department and the Sustainable Streets Director, or designee, of the SFMTA. The final DLOP shall be included as a condition of approval for the Proposed Project. The transportation coordinator shall provide oversight and be responsible for implementation of the DLOP for the Proposed Project. The plan shall be evaluated by a qualified transportation professional, as retained by the Project Sponsor, upon building occupancy and once a year going forward until such time when the SFMTA determines that the evaluation is no longer necessary or could be done at less frequent intervals. The content of the evaluation report shall be determined by SFMTA, in consultation with the Planning Department, and include an assessment of on-street loading conditions, including actual loading demand; observations regarding loading operations; and an assessment of how the Proposed Project meets the requirements. If ongoing conflicts are occurring, based on the assessment, the evaluation report shall put forth additional measures to address conflicts associated with loading operations. The evaluation report shall be reviewed by SFMTA, which shall make the final determination regarding whether ongoing conflicts are occurring. In the event that ongoing conflicts are occurring, the above requirements may be altered (e.g., the hours and days when the loading dock attendant is stationed onsite).

Improvement Measure I-TR-2: Queue Abatement. The property owner, or designee, shall prevent vehicle queues by using proactive abatement methods. A vehicle queue is defined as one or more vehicles waiting to access the Proposed Project’s off-street facility and blocking any portion of any public right-of-way for a combined two minutes during the peak consecutive 60 minutes for the adjacent public right-of-way or a combined 15 minutes between the hours of 6 a.m. and 10 p.m. for at least three 24-hour periods in any consecutive seven-day period. The proactive abatement methods shall depend on the characteristics of the Proposed Project’s off-street facility, the characteristics of the

street to which the off-street facility connects, and the associated land uses. The proactive abatement methods may include, but are not limited to, installation of “FULL” signs, with active management by parking attendants; use of additional valet parking attendants or other space-efficient parking techniques; and implementation of transportation demand management strategies.

If the planning director, or designee, suspects that a recurring queue is present, the Planning Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate conditions at the site for no less than seven days. The consultant shall prepare a monitoring report, which shall be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to the queue.

Implementation of Improvement Measure I-TR-1 would reduce a less-than-significant impact through active management of the loading dock by an attendant; this would increase driver awareness of other public right-of-way users and reduce the potential for delivery vehicles to double park and obstruct vehicle travel lanes, thereby minimizing potentially hazardous conditions for people driving. Implementation of Improvement Measure I-TR-2 would ensure that vehicle queues related to the Proposed Project would not propagate along the public right-of-way.

Cumulative Conditions

Under cumulative conditions, traffic associated with people walking, bicycling, or driving on the surrounding street network would increase as a result of the Proposed Project, other development projects within the study area, and background growth elsewhere in the city and region. This would generally be expected to lead to an increase in the potential for conflicts between people driving and people walking, bicycling, and public transit operations. However, a general increase in traffic in and of itself would not be considered a potentially hazardous condition.

Under cumulative conditions, with implementation of the Active Beale Street Project, the on-street bicycle lane (class II) along Beale Street would be replaced with a two-way separated bicycle lane (class IV) on the east side of the street; a protected intersection corner would be constructed on the southeast corner of the Howard Street/Beale Street intersection. This shift in bicycle lane location, as well as construction of a concrete island, would increase the offset of the left-turn vehicle movement from Howard Street to Beale Street, potentially slowing turning vehicles and increasing protection for bicyclists at this location. The effects of the Active Beale Street Project and the South Downtown Design + Activation (Soda) plan will be subject to separate study and environmental review.

The Proposed Project would make Tehama Street a new midblock alley between Beale and Main streets; it would also construct a loading dock driveway on Beale Street between Howard Street and Tehama Street. Vehicles accessing the loading dock and vehicles exiting Tehama Street onto Beale Street would turn across the bicycle lane. These vehicle turning movements are not expected to create potentially hazardous conditions for drivers because drivers would generally have unobstructed sight lines and/or adequate sight distance to see approaching vehicles. The presence of the raised crosswalk across Tehama Street would slow vehicles on the intersection approach. Implementation of Improvement Measure I-TR-1 would reduce potential conflicts between freight and delivery service vehicles and people driving by requiring a visual warning device that would alert other right-of-way users when the loading dock is in use, employing a loading dock attendant to manage traffic flow, and requiring vehicles exceeding 30 feet in length to load in on-street zones on Howard Street, Main Street, or Tehama Street rather than in the loading dock.

For these reasons, the Proposed Project in combination with cumulative projects would not create potentially hazardous conditions for people driving. Therefore, there would be a less-than-significant cumulative impact related to driving hazards.

Pedestrians

Transbay EIS/EIR

An assessment of pedestrian conditions in the area surrounding the Transbay Terminal was included in the Transbay EIS/EIR. The evaluation considered pedestrian LOS at five intersections (crosswalks and corners); sidewalk widths, with qualitative analysis of on-sidewalk conditions throughout the study area; and the origin/destination of pedestrian traffic. The evaluation accounted for an increase in pedestrians due to the new Transbay Terminal and Caltrain extension as well as the Transbay Redevelopment Plan. Changes in pedestrian volumes were developed by using output from SF-CHAMP and rerouting pedestrians to and from the Transbay Terminal facility.

The Transbay EIS/EIR found 11 corners and two crosswalks that would operate at LOS F for pedestrians, including all four corners and the north crosswalk at Howard Street and Fremont Street. The crosswalks and corners at the study intersections closest to the Project Site (i.e., Mission Street/Fremont Street and Folsom Street/Beale Street) were found to operate better than LOS F. The Transbay EIS/EIR noted that the EIS/EIR Project itself did not cause the LOS F conditions, concluding that the 9,000 additional walking trips generated by the Transbay Terminal and Transbay Redevelopment Plan by 2020 would not be a considerable contribution to the overall increase in the number of pedestrian trips and determining that the Transbay Redevelopment Plan would not have a significant pedestrian impact. No mitigation measures to address pedestrian impacts were identified.

The Transbay EIS/EIR suggested improvement measures that included wide sidewalks, building setbacks in future construction, enhanced crosswalks with countdown signals, warning lights, and signalized crossings.

Existing-plus-Project Conditions

Access for people walking would be provided on all four of the Proposed Project's street frontages, with an apartment and condominium entry on Howard Street and Main Street, respectively; lobby access for the Mid-Rise Project and the townhouses on Tehama Street; and two retail entrances on Beale Street. The Proposed Project would revise the conditions identified in the DCDG to remove setback requirements along Beale, Howard, Main, and Tehama streets.^{18,19} The Proposed Project would include streetscape improvements, such as widened sidewalks, landscaping and street trees, commercial and passenger loading areas, and bicycle facilities, consistent with the Design for Development. The Proposed Project would also provide an internal courtyard on the building's second level that would occupy the inner portion of the Project Site. The courtyard would be accessible from stairs on Howard Street and Tehama Street.

¹⁸ The DCDG define a *setback* as the open space provided between the property line and the primary built structure, creating an expanded area along the sidewalk and providing a transition between the street and private use on the property. Setbacks may be required to be dedicated for public use or remain as a private space between the public right-of-way and the building mass.

¹⁹ The DCDG (p. 16) identified a setback requirement of 6 to 8 feet along Tehama Street and a setback of 8 to 10 feet along Beale, Main, and Howard streets.

In accessing the Project Site, people walking would cross curb cuts at the proposed garage entry on Main Street and at the loading dock along Beale Street. The sidewalk design would allow exiting vehicles to cross the path of people walking without obstructing their path of travel while waiting to turn onto Main Street. Conversely, inbound vehicles would be able to turn from Main Street into the driveway, with adequate separation between the traveled way and walking paths along the sidewalk. Valet operations would include an adequate short-term staging area to prevent queue spillback into pedestrian travel paths. People driving would generally have unobstructed sight lines and/or adequate sight distance and would not create potentially hazardous conditions related to vehicle entry or exit. Implementation of Improvement Measure I-TR-2 would reduce the potential for conflicts between vehicles accessing the proposed garage and people walking by ensuring that queues would not spill back onto the public right-of-way.

Trucks would access the site using Fremont Street and Howard Street, the nearest truck routes. Trucks accessing the loading docks would cross the proposed 30-foot-wide sidewalk along Beale Street. Some minor conflicts may arise between people walking and trucks backing into the loading docks, most likely in the form of a short delay until the 30-foot-wide sidewalk is unobstructed. Implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight and delivery service vehicles and people walking.

The proposed sidewalk widening and widths along the Project Site frontages would allow an adequate public right-of-way that would accommodate furnishing, throughway, and frontage zones with the removal of building setback requirements on the adjacent streets. The construction of raised crosswalks along Tehama Street at Beale Street and Main Street would help manage vehicle speeds along Tehama Street and reduce speeds as vehicles enter and exit Tehama Street, thereby minimizing the potential for conflicts between vehicles and people walking.

The Proposed Project would generate 841 walking trips (including 299 walking trips to transit) during the PM Peak Hour. Although travel demand analysis does not include assigning walking trips to specific routes, a substantial proportion of these walking trips could be expected to be at the north crosswalk or any of the four corners at the Howard Street and Fremont Street intersection, an area where the Transbay EIS/EIR identified pedestrian LOS impacts. However, a net reduction in the anticipated number of daily and weekday PM Peak-Hour walking trips is expected with the currently proposed land use program on Block 4 relative to the analysis in the Transbay EIS/EIR. Furthermore, the current 2019 TIA Guidelines no longer consider pedestrian crowding to be an impact.

The Proposed Project would not create any potentially hazardous conditions for people walking or interfere with accessibility of people walking to and from the Project Site and adjoining areas. Furthermore, the Proposed Project would decrease the proposed residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in Proposed Project-generated trips. As such, the Proposed Project would not result in any new or more severe significant impacts on walking/accessibility compared with those identified in the Transbay EIS/EIR, and no mitigation measures are necessary.

Cumulative Conditions

Under cumulative conditions, traffic from people walking, bicycling, and driving on the surrounding street network would increase as a result of the Proposed Project, other development projects within the study area, and background growth elsewhere in the city and region. However, a general increase in traffic in and of itself would not be considered a potentially hazardous condition. Under cumulative conditions, land use

development within the Transbay Redevelopment Area would conform to the requirements of the Design for Development document, which was created to incorporate public improvements, including sidewalk widening, pedestrian-oriented alleyways, and public plazas, and account for the increased demand for pedestrian and bicycle facilities with the new Transbay Terminal and the new development throughout the Transbay Redevelopment Area.

Although not required, implementation of Improvement Measure I-TR-1 would reduce potential conflicts between freight and delivery service vehicles and people walking. Implementation of Improvement Measure I-TR-2 would reduce the potential for conflicts between vehicles accessing the proposed garage and people walking on Main Street. For these reasons, the Proposed Project in combination with cumulative projects would not create potentially hazardous conditions for people walking. Therefore, there would be a less-than-significant cumulative impact related to walking/accessibility.

Bicycles

Transbay EIS/EIR

A qualitative evaluation of bicycle conditions, particularly, the anticipated increase in bicycle activity with the EIS/EIR Project, was conducted as part of the Transbay EIS/EIR. Increases in bicycle volumes were developed using output from SF-CHAMP. This included additional riders from the Transbay Terminal, Caltrain extension, and the Transbay Redevelopment Plan. The Transbay EIS/EIR estimated that the Transbay Terminal and Transbay Redevelopment Plan could add up to 425 bicycle trips at the five intersections studied during the peak 15-minute window, compared to a total of 45 people bicycling in 2001. The Transbay EIS/EIR noted that there is no standard for determining bicycle LOS and concluded that the increase in bicycle volumes could be accommodated on area streets. No bicycling mitigation measures were identified.

Existing-plus-Project Conditions

The Proposed Project would add an on-street bicycle lane (class II) along the west side of Beale Street as well as the east side of Main Street, which would connect to a bicycle lane (class II) along Folsom Street. The Proposed Project would also provide a separated bicycle lane (class IV) along Howard Street that would connect the bicycle lanes along Beale Street and Main Street. The bicycle infrastructure proposed as part of the Proposed Project would provide dedicated space for bicyclists within the study area, which would reduce the potential for conflicts.

The Project Site would be near several roads that are on the City's Vision Zero High-Injury Network, including Fremont Street, one block southwest of the Project Site, and Folsom Street, west of Beale Street. Folsom Street is a bicycle route that connects inbound bicycle traffic from other parts of the city to the Project Site with continuous bicycle lanes (class II) east of Essex Street through to The Embarcadero. The Proposed Project's provision of connecting bicycle facilities on Beale and Main streets would reduce the potential conflicts for people bicycling to and from this portion of the high-injury network. People bicycling to the Project Site would be unlikely to use Fremont Street for access; they would most likely favor Main Street and Beale Street, which front the Project Site.

Vehicle and truck (i.e., commercial loading) traffic traveling to and from the Project Site would access the driveway and loading dock on Main Street and Beale Street, respectively. Both of these Proposed Project driveways would be on the left side of the street; bicycle facilities would be provided on the right side of each street, thereby limiting conflicts between the two modes at the vehicle access points. Implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight

and delivery service vehicles and people bicycling by requiring a visual warning device that would alert people bicycling when the loading dock is in use, employing a loading dock attendant to manage traffic flow, and requiring vehicles exceeding 30 feet in length to load in on-street zones on Howard, Main, or Tehama streets rather than in the loading dock.

Onsite class I bicycle parking would be provided in the Proposed Project's garage, which would require people bicycling to make a left turn from the proposed right-side bicycle lane (class II) on Main Street and cross two northbound vehicle lanes or dismount at Folsom Street or Howard Street and access the driveway from the sidewalk. All such maneuvers would be made from dedicated bicycle infrastructure. Within the Proposed Project driveway, people bicycling would share the ramp with motor vehicles and navigate the valet staging area. The vehicle speeds on the ramp and within the valet operations area would not pose potentially hazardous conditions. Because class II bicycle parking would be provided along the public right-of-way near each building entrance, people bicycling would access that parking by dismounting and walking on the sidewalk to the appropriate location. Implementation of Improvement Measure I-TR-2 would reduce the potential for conflicts between vehicles accessing the Proposed Project garage and people bicycling by ensuring that queues would not spill back onto the public right-of-way.

The Proposed Project's bicycle parking supply (556 class I spaces) was compared to the Design for Development requirements. That document requires the following:

- A minimum of 12 secure (i.e., class I) bicycle parking spaces in any garage, regardless of development intensity. This would result in 12 required class I spaces for the Proposed Project.
- One additional class I bicycle parking space for every four residential units. This would result in an additional 171 class I spaces for the Proposed Project.
- For non-residential uses, one additional bicycle parking space for every 10 off-street automobile parking spaces provided. None of the proposed vehicle parking would be provided for retail use; therefore, no additional class I bicycle parking would be required.

The total class I bicycle parking requirement for the Proposed Project would be 183 spaces based on the Design for Development document. The Proposed Project would exceed the class I bicycle parking requirement and provide three times the number of spaces required.

The Proposed Project would conform to the commercial and residential density envisioned in the Transbay Redevelopment Plan and would not create potentially hazardous conditions for people bicycling. Furthermore, the Proposed Project would decrease the proposed residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in Proposed Project-generated. As such, the Proposed Project would not result in new or more severe impacts related to people bicycling than those identified in the Transbay EIS/EIR, and no mitigation measures are necessary.

Cumulative Conditions

Under cumulative conditions, traffic from people walking, bicycling, and driving on the surrounding street network would increase as a result of the Proposed Project, other development projects within the study area, and background growth elsewhere in the city and region. However, a general increase in traffic in and of itself would not be considered a potentially hazardous condition.

Under cumulative conditions, land use development within the Transbay Redevelopment Area would conform to the requirements of the Design for Development document, which was created to incorporate public improvements, including sidewalk widening, pedestrian-oriented alleyways, and public plazas, and account for the increased demand for pedestrian and bicycle facilities with the new Transbay Terminal and the new development throughout the Transbay Redevelopment Area.

With implementation of the Active Beale Street Project, the on-street bicycle lane (class II) along Beale Street would be replaced with a two-way separated bicycle lane (class IV) on the east side of the street, and a protected corner would be constructed at the southeast corner of the Howard Street/Beale Street intersection. As currently planned, the introduction of a separated two-way facility on Beale Street would improve bicycle circulation by providing more separation between people biking and people driving, a more direct north/south connection, and more options for travel between east/west bicycle facilities on Howard and Folsom streets. Although the effects of the Active Beale Street Project and the Soda plan will be subject to separate study and environmental review, it is anticipated that people biking through the Howard Street/Beale Street intersection would be provided more separation from motor vehicles compared with the existing-plus-project condition as a result of inclusion of a more substantial corner safety island.

The east side bicycle lane would introduce the potential for conflicts between people bicycling and trucks accessing the Proposed Project's loading dock. Truck drivers accessing the loading dock would be required to cross over a future two-way bicycle track, with people bicycling in both directions along the east side of Beale Street between Howard and Folsom streets, that would connect to a proposed bicycle lane on Howard Street. While trucks are reversing into the loading dock, drivers' ability to see people bicycling along Beale Street may be limited. Implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight and delivery service vehicles and people bicycling by requiring a visual warning device that would alert other right-of-way users when the loading dock is in use, employing a loading dock attendant to manage traffic flow, and requiring vehicles exceeding 30 feet in length to load in on-street zones on Howard, Main, or Tehama streets rather than in the loading dock.

The combination of the visual warning device provided at the loading dock to alert drivers and people bicycling and the low truck speeds needed to complete the turning maneuvers into and out of the loading dock would minimize potential hazards for people bicycling. In addition, coordination with the SFMTA, as part of the Proposed Project review process and as part of the Active Beale Street Project, would further reduce the potential for conflicts and minimize hazards for people bicycling. Implementation of Improvement Measure I-TR-2 would reduce the potential for conflicts between vehicles accessing the garage and people bicycling on Main Street by ensuring that queues would not spill back onto the public right-of-way.

For these reasons, the Proposed Project in combination with cumulative projects would not create potentially hazardous conditions for people bicycling. Therefore, there would be a less-than-significant cumulative impact related to bicycling.

Public Transit

Transbay EIS/EIR

For transit, the Transbay EIS/EIR focused on changes in operations for the bus lines that would serve the new Transbay Terminal, the capacity of the terminal facility, and changes in ridership with the extension

of Caltrain. With respect to the Transbay Redevelopment Plan component of the EIS/EIR Project, no quantitative analysis was conducted. In general, it was decided that new development as part of the Transbay Redevelopment Plan would result in increased transit usage, which would help defray the cost of the new transit facilities. The Transbay EIS/EIR estimated that Assessor's Block 3739 (Transbay Blocks 2, 3, and 4) would cause linked transit trips to increase by about 10,000 per day throughout the region. Because the projects at Assessor's Block 3739 would enhance transit connectivity, the Transbay EIS/EIR found no significant transit impacts, and no mitigation measures were identified.

Existing-plus-Project Conditions

The Proposed Project does not include any transit network features, such as modifications to transit service, operations, or amenities. There are no design features that would cause substantial delay for local or regional transit lines operating along streets fronting the Project Site.

Implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight and delivery service vehicles and transit by requiring a visual warning device that would alert transit vehicle drivers when the loading dock is in use, employing a loading dock attendant to manage traffic flow, and requiring vehicles exceeding 30 feet in length to load in on-street zones on Howard, Main or Tehama streets rather than in the loading dock. Implementation of Improvement Measure I-TR-2 would reduce the potential for conflicts between vehicles accessing the garage and transit vehicles on Main Street by ensuring that queues would not spill back onto the public right-of-way. Furthermore, the Proposed Project would decrease the residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in Proposed Project-generated trips. As such, the Proposed Project would not result in new or more severe impacts related to transit than those identified in the Transbay EIS/EIR, and no mitigation measures are necessary.

Cumulative Conditions

Under cumulative conditions, there would be a general increase in the number of people riding transit as a result of the Proposed Project, other development projects within the study area, and background growth elsewhere in the city and region. Consistent with the Transbay EIS/EIR assessment, increases in transit ridership are a benefit rather than a potential impact, and the land use and transportation changes assumed to occur as part of cumulative conditions would not create potentially hazardous conditions for transit operations. Furthermore, implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight and delivery service vehicles and transit by requiring a visual warning device that would alert transit vehicle drivers when the loading dock is in use, employing a loading dock attendant to manage traffic flow, and requiring vehicles exceeding 30 feet in length to load in on-street zones on Howard, Main, or Tehama streets rather than in the loading dock. Implementation of Improvement Measure I-TR-2 would reduce the potential for conflicts between vehicles accessing the garage and transit vehicles on Main Street by ensuring that queues would not spill back onto the public right-of-way. In addition, the Proposed Project would decrease the residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in Proposed Project-generated trips. As such, the Proposed Project in combination with cumulative projects would result in a less-than-significant cumulative impact related to public transit.

Emergency Access

Transbay EIS/EIR

The Transbay EIS/EIR did not find any significant impacts related to emergency vehicle access to the individual development parcels identified in the Transbay Redevelopment Plan. No mitigation measures to address impacts on emergency vehicle access were identified.

Existing-plus-Project Conditions

The Proposed Project would not include the introduction of physical impediments to emergency vehicle access. Rather, the Proposed Project's extension of Tehama Street could enhance emergency vehicle access. Consistent with the Design for Development, the Proposed Project would include lane restriping to reduce the total lane count. The number of lanes would be reduced from four to two along Howard Street, three to two along Main Street, and three to two along Beale Street. These changes would constitute a reduction in total number of vehicle travel lanes. Some of the reallocation would not serve general mixed-flow traffic but would still provide for emergency vehicle access needs. On Main Street, a portion of the cross-section reallocation would be dedicated to an on-street bike lane (class II), which would still be available roadway space and help serve emergency vehicle access needs. On Beale Street, the curbside casual carpool lane could also be used to serve emergency vehicle needs.

Buildings would be accessible from frontages along four streets (Howard, Tehama, Main, and Beale streets) and designed to meet building code standards for egress and emergency vehicle access. The streetscape designs are being evaluated in consultation with the SFMTA and the San Francisco Fire Department to determine emergency vehicle access needs.

Implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight and delivery service vehicles and emergency access by employing a loading dock attendant to manage traffic flow. Implementation of Improvement Measure I-TR-2 would reduce the potential for conflicts between vehicles accessing the garage and emergency vehicles on Main Street by ensuring that queues would not spill back onto the public right-of-way. Furthermore, the Proposed Project would conform to the development density specified in the Transbay Redevelopment Plan and decrease the residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in Proposed Project-generated trips and a reduction in demand for emergency services. As such, the Proposed Project would not result in new or more severe impacts related to emergency vehicle access, and no mitigation measures are necessary.

Cumulative Conditions

Under cumulative conditions, traffic from people walking, bicycling, and driving on the surrounding street network would increase as a result of the Proposed Project, other development projects within the study area, and background growth elsewhere in the city and region. However, a general increase in traffic in and of itself would not be considered a potentially hazardous condition.

Under cumulative conditions, with implementation of the Active Beale Street Project, the on-street bicycle lane (class II) along Beale Street would be replaced with a two-way separated bicycle lane (class IV) on the east side of the street, and a protected intersection corner would be constructed on the southeast corner of the Howard Street/Beale Street intersection. As currently planned, this shift in bicycle lane location would not reduce roadway capacity or prohibit emergency vehicle access. The proposed streetscape designs are being evaluated in consultation with the SFMTA and the San Francisco Fire Department to assess

emergency vehicle access needs, including design detail recommendations, and ensure that emergency vehicle access can be maintained with the proposed bicycle lane and corner safety islands on Beale and Howard streets.

Although there would be a general increase in vehicle traffic from cumulative development projects, prior to finalizing the design and dimensions of any proposed transportation network changes, fire department and police department personnel would review and approve the streetscape modifications, as required, to ensure emergency vehicle access is acceptable. As a result, cumulative development and transportation projects are not expected to inhibit emergency access to the Project Site or materially affect emergency vehicle response. Implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight and delivery service vehicles and emergency access by employing a loading dock attendant to manage traffic flow. Implementation of Improvement Measure I-TR-2 would reduce the potential for conflicts between vehicles accessing the garage and emergency vehicles on Main Street by ensuring that queues would not spill back onto the public right-of-way. For these reasons, the Proposed Project in combination with cumulative projects would result in a less-than-significant cumulative impact related to emergency access.

Loading

Transbay EIS/EIR

The Transbay EIS/EIR did not identify any significant impacts related to commercial or passenger loading associated with the Transbay Redevelopment Plan. No mitigation measures to address impacts on commercial or passenger loading were identified.

Existing-plus-Project Conditions

The Proposed Project would include an off-street loading dock along Beale Street, with two spaces serving SU-30 trucks and smaller from a 24-foot-wide curb cut and driveway. Additional proposed locations for commercial and passenger loading include the nine spaces along Tehama Street, including two accessible spaces with curb ramps; two spaces along Main Street north of the garage driveway; and six spaces along the Project Site side of Howard Street. Loading/unloading zones would be located near building entrances.

Commercial (Freight and Delivery Service) Loading. Based on the travel demand estimates, the Proposed Project would generate demand for four commercial loading spaces in the midday peak hour of commercial loading. The analysis assumes that deliveries would occur primarily from standard box trucks, which are between 30 and 35 feet in length. That demand would be met by the combination of the off-street loading dock (two spaces) and the on-street loading spaces to be provided (340 linear feet of curb along Tehama, Main, and Howard streets on the Project Site frontage). The number of commercial versus passenger loading spaces has not yet been determined and would be subject to SFMTA review and approval. Commercial loading activity would be generated primarily by the retail land uses fronting Howard, Beale, and Main streets; therefore, the spaces along those streets nearest the retail building entrances would be the appropriate locations for designated commercial loading spaces.

This analysis assumes that at least 100 linear feet of the 340 total linear feet would be designated for commercial loading, and the peak commercial loading demand for four freight loading spaces would be met. Furthermore, implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight and delivery service vehicles and transit by employing a loading dock attendant to manage traffic flow and requiring vehicles exceeding 30 feet in length to load in on-street zones on

Howard, Main, or Tehama streets rather than in the loading dock. Furthermore, the Proposed Project would decrease the proposed residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in Proposed Project-generated trips. As such, the Proposed Project would not result in any new or substantially more severe significant impacts with respect to commercial loading, and no mitigation measures are necessary.

Passenger Loading. Based on the travel demand estimates, the Proposed Project would generate demand for two passenger loading spaces (approximately 40 linear feet) during any one minute during the peak 15 minutes of the average peak period (one space, or 20 linear feet, of demand associated with both the residential and restaurant use). The proposed 340 total linear feet of passenger and commercial loading supply (approximately 17 spaces) along Tehama (180 linear feet), Main (40 linear feet), and Howard (120 linear feet) streets would serve this level of demand. Although the distribution of commercial versus passenger loading supply along these streets has not yet been determined, 17 spaces (340 linear feet) would adequately serve both needs. The nine spaces (180 linear feet) proposed on the north side of Tehama Street would be located along a one-way westbound street that would be extended as part of the Proposed Project. Two of these nine loading spaces would be accessible spaces with curb ramps. The two spaces along the west side of Main Street would be located within a 40-foot-long bulb-in, thereby minimizing the potential for conflicts with other road users and modes. The six spaces (120 linear feet) proposed on Howard Street would be provided along the south side of the roadway, in front of the Proposed Project.

The supply and siting of on-street loading spaces would meet passenger loading needs at the most convenient location and avoid any significant impacts. Furthermore, the Proposed Project would decrease the residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in Proposed Project-generated trips and passenger loading demand. The Proposed Project would not result in any new or substantially more severe significant impacts with respect to passenger loading, and no mitigation measures are necessary.

Cumulative Conditions

Under cumulative conditions, freight and passenger loading activity on the surrounding street network would increase as a result of development projects within the study area. Commercial loading demand is typically hyperlocal, confined to the block faces of the buildings being served. Freight and passenger loading demand generated by cumulative development projects would not be anticipated to use the on-site freight loading dock or on-street freight and passenger loading spaces. However, if cumulative loading demand does increase on the block with the Proposed Project, the supply of on-street loading spaces (up to 17 total spaces, or 340 linear feet) would be enough to support increases in demand under cumulative conditions.

Under cumulative conditions, the on-street bicycle lane (class II) along Beale Street would be replaced with a two-way separated bicycle lane (class IV) on the east side of the street. As currently planned, the introduction of vertical separation between the bicycle lane and the vehicle travel lane would limit the ability of trucks to conveniently complete turning movements into and out of the loading dock. The effects of the Active Beale Street Project and Soda plan will be subject to separate study and environmental review. Further coordination with the SFMTA, as part of this review process and as part of the Active Beale Street Project, will include design detail recommendations to reduce the potential for conflicts and minimize potential hazards associated with commercial loading activities.

Implementation of Improvement Measure I-TR-1 would reduce the potential for conflicts between freight and delivery service vehicles and transit by employing a loading dock attendant to manage traffic flow and requiring vehicles exceeding 30 feet in length to load in on-street zones on Howard, Main, or Tehama streets rather than in the loading dock. The Proposed Project would decrease the residential, retail, and office space, compared to the EIS/EIR Full Build Alternative assumptions for the Project Site, resulting in a net reduction in Proposed Project-generated trips. For these reasons, the Proposed Project in combination with cumulative projects would have less-than-significant cumulative impacts related to loading.

WIND

Transbay EIS/EIR

A wind tunnel test was performed for the Transbay EIS/EIR, using conservative assumptions for the buildings that would be constructed in accordance with the land use program on the redevelopment parcels, including Block 4. The land use program ultimately adopted for the Block 4 site as part of the Transbay Redevelopment Plan included a maximum tower height of 450 feet, which was included in the wind tunnel test. Wind speeds were modeled at 69 locations throughout the Transbay Redevelopment Area, including four locations at the Project Site. The full build alternative modeling resulted in nine locations exceeding the comfort criterion (ground-level speeds in excess of 11 mph) and one location exceeding the hazard criterion (ground-level wind speeds in excess of 26 mph). The Reduced Scope Alternative modeling resulted in seven locations exceeding the comfort criterion and one location exceeding the hazard criterion. None of the comfort criterion or hazard criterion exceedances were located on Block 4 or adjacent blocks. For the purposes of CEQA, only exceedances of the hazard criterion are considered significant impacts.

To address the modeled hazard criterion exceedances, the Transbay EIS/EIR included a mitigation measure that required wind tunnel testing to be performed for all subsequent individual development projects proposed within the Transbay Redevelopment Area. If any exceedances of the hazard criterion occurred, design modifications or other mitigation measures would be required to mitigate or eliminate the exceedances.

Proposed Project and Cumulative Conditions

A wind tunnel test was performed for the Proposed Project, with conclusions outlined in the wind tunnel report summarized below and included in Appendix B.²⁰ The test modeled the proposed massing with a 550-foot tower (511 feet plus 39 feet for screening of mechanical equipment) with a 175-foot-tall podium and a 65-foot-tall townhouse building.²¹ Three scenarios were examined:

- (1) Existing Conditions
- (2) Existing Conditions plus Proposed Project
- (3) Cumulative Conditions plus Proposed Project

²⁰ CPP, Inc., *Pedestrian-Level Winds Report: Wind Tunnel Tests for Transbay Block 4*, July 14, 2020.

²¹ Regarding the “massing changes” to the Proposed Project, the massing itself has not changed relative to the massing evaluated in CPP’s assessment; the methodology for measuring building height has since changed resulting in minor shifts in height (all less than 5 feet) to the proposed buildings.

The cumulative conditions included buildings that are not yet approved or completed that have been added to the Proposed Project configuration, such as high-rise developments studied in the Transbay EIS/EIR. As shown in Table 7, below, wind speeds were modeled at 48 to 50 test points on and near the Project Site. Test points were selected to sample an area that is larger than the area within which wind speeds may be adversely affected by the Proposed Project. The measurement points were chosen to determine the degree of pedestrian comfort or discomfort at locations where relatively severe conditions are frequently found, such as at building corners, near entrances, on adjacent sidewalks with heavy pedestrian traffic, and in open plaza areas. All measurements were made without landscaping in place; therefore, the results may be considered representative of worst-case conditions, as required by the Planning Department. The addition of landscaping features is likely to reduce wind speeds in some locations.

The wind tunnel test assumed the Proposed Project would include a 550-foot tower (511 feet plus 39 feet for screening of mechanical equipment) with a 175-foot-tall podium and a 65-foot-tall townhouse building. Subsequent to the preparation of the wind tunnel test, the methodology used to measure the building heights was clarified, the cumulative conditions changed to include additional developments, and revisions to the massing of the potential development at Block 2. These minor clarifications and revisions to the cumulative conditions were evaluated (refer to Appendix B) and it was determined that there are no changes required to the conclusions in the wind tunnel test.²²

Table 7. Overview of Wind Comfort and Hazard Criterion Exceedances for the EIS/EIR Full Build Alternative and Reduced Scope Alternative Compared to Proposed Project

Wind Study Scenario	Number of Test Points Studied	Comfort Criterion Exceedances	Hazard Criterion Exceedances
<i>EIS/EIR^a</i>			
Full Build Alternative	69	9	1
Reduced Scope Alternative	69	7	1
<i>Proposed Project^b</i>			
Existing Configuration Conditions	48	14	none
Project Configuration Conditions	50	16	none
Cumulative Configuration Conditions	50	6	none
Sources:			
a. Federal Transit Administration/City and County of San Francisco, 2004.			
b. CPP, Inc., <i>Pedestrian-Level Winds Report: Wind Tunnel Tests for Transbay Block 4</i> , July 14, 2020. CPP, Inc., <i>Potential Model Changes and Expected Impact on Previous Wind Tunnel Test Results for Transbay Block 4</i> , May 5, 2020. CPP, Inc., <i>Massing and Cumulative Building Changes and Expected Impact for Transbay Block 4 Redevelopment</i> , June 7, 2022.			

²² CPP, Inc., *Potential Model Changes and Expected Impact on Previous Wind Tunnel Test Results for Transbay Block 4*, May 5, 2020. CPP, Inc., *Massing and Cumulative Building Changes and Expected Impact for Transbay Block 4 Redevelopment*, June 7, 2022.

Wind Comfort

The EIS/EIR included analysis of the [Project] based on pedestrian comfort criteria established in Planning Code section 148, *Reduction of Ground-level Wind Currents in C-3 Districts*, which call for equivalent wind speeds of 7 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. The comfort criteria are not used to determine whether a proposed project would result in a significant wind impact under CEQA. The following discussion is provided for informational purposes only.

Exceedances of the comfort criteria were found at 14 locations under existing conditions. With implementation of the Proposed Project, exceedances of the comfort criteria would increase with the addition of two locations, for a total of 16 locations, but decrease to six locations under cumulative conditions. All locations along Folsom Street, between Main Street and Spear Street, exceed the comfort criteria in the existing configuration. The addition of the Proposed Project would not change the comfort rating at these locations; however, the cumulative configuration provides shelter for some of these locations and eliminates eight comfort exceedances compared with the existing configuration.

Wind Hazards

The EIS/EIR established the wind hazard criterion, as stated in the planning code, as the threshold of significance for environmental impact associated with wind. The criterion is based on wind speeds that are averaged hourly. When based on one-minute averages, as is the case for the comfort criteria, this criterion is increased to 36 mph.²³ The test results for hazardous winds prepared for the Proposed Project used the one-minute average of 36 mph for the wind hazard criterion. No exceedances of the hazard criterion were found under existing conditions, with the Proposed Project, or under the cumulative scenarios. Therefore, no design modification of the Proposed Project, in accordance with the Transbay EIS/EIR wind mitigation measure, would be required. The wind impacts of the Proposed Project would be less than significant.

Based on the analysis in the wind report for the Proposed Project, although the height of the proposed tower would increase compared to what was analyzed in the Transbay EIS/EIR, no significant wind impacts would occur. No new mitigation measures are necessary.

SHADOW

Transbay EIS/EIR

The EIS/EIR included a shadow analysis performed in accordance with CEQA and Planning Code section 295. The methodology analyzes the potential shadow impacts of the Proposed Project 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. The first hour of the day after sunrise and the last hour before sunset are excluded from TAAS calculations.

²³ Arens, E., D. Ballanti, C. Bennett, S. Guldman, and B. White, *Developing the San Francisco Wind Ordinance and Its Guidelines for Compliance*, 1989, in *Building and Environment*, Volume 24, No. 4, pp. 297–303.

The EIS/EIR shadow analysis found that the Transbay Terminal and development under the Transbay Redevelopment Plan would not cast shadow on any parks or open spaces subject to section 295.²⁴ Other public parks and open spaces not subject to section 295 were also evaluated for potential impacts under CEQA. In San Francisco, 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.²⁵ 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.

Proposed Project and Cumulative Conditions

In accordance with the requirements of the EIS/EIR, a shadow analysis was prepared for the Proposed Project (Appendix C).²⁶ Throughout the analysis, a comparison is made between three shadow-casting scenarios:

- *Existing Conditions:* The shadows cast by existing and anticipated structures in the San Francisco downtown area.
- *DCDG-Compliant Massing:* The additional shadows, relative to existing conditions, that would be cast by Block 4 development that would comply with the current Transbay Redevelopment Plan, the Transbay Design for Development, and the DCDG massing controls previously approved for the site under Transbay Redevelopment Plan legislation. This scenario is consistent with the scenario analyzed in the EIS/EIR.
- *Proposed Project:* The additional shadows, relative to existing conditions, that would be cast by the Proposed Project.

An initial shadow fan analysis prepared for the Proposed Project identified two existing publicly owned open spaces that might be affected by the Proposed Project. These are the recently opened Salesforce Park and the diamond-shaped Rincon Park, which lies between The Embarcadero and the Bayfront Trail. In addition, the analysis included an evaluation of potential shadow on seven smaller, neighboring privately

²⁴ 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.

²⁵ 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.

²⁶ Fastcast. 2022. *Shadow Analysis Report – Block 4 San Francisco, CA*. June 2022.

owned public open spaces (POPOS),²⁷ including Spear Street Terrace, Howard Fremont Plaza, Main Street Plaza, 201 Mission, Salesforce Plaza, Urban Park, and 50 Beale Plaza. The future Block 3 publicly owned open space, Transbay Block 3 Park, is also discussed for informational purposes.

For each of the 10 identified open spaces, a baseline value was calculated that represents the highest theoretical amount of sunlight that each of these open spaces would receive if there were no structures casting shadows on them. This baseline maximum value is referred to as the TAAS, expressed in sfh of sunlight. The TAAS is calculated by multiplying the area of the park/open space by the total number of annual hours that fall between one hour after sunrise and one hour before sunset. Comparing the existing shadow, future shadow, and TAAS values to each other (all expressed in sfh) provides a quantitative summary of key shadow impacts. Table 8 and Table 9, below, summarize the TAAS (shown as a percentage), comparing shadows from existing buildings, existing buildings plus the DCDG-Compliant Massing, and the Proposed Project.

The shadow analysis for the Proposed Project included qualitative impacts on the affected spaces, based on (1) the nature of existing shadow profiles, (2) size and duration of existing versus potential new shadows, and (3) whether or not the identified new shadows could be considered adverse to the quality of observed and established usage. These observations follow the prescribed method in CEQA for characterizing environmental impacts associated with increased shading. These include the shadow characteristics (size, duration, and location of new shadows) as well as the relative importance of sunlight for the identified activity (time of day and year and location for new shadows versus observed open space use).

This section analyzes the net increase of shadows from the Proposed Project (maximum building height at the Project Site at 513 feet) compared to both the DCDG-Compliant Massing scenario (maximum building height at the Project Site at 450 feet, i.e. the scenario analyzed in the EIS/EIR) and, for informational purposes, existing conditions.

Table 8. Shadows on Affected Publicly Owned Open Spaces

	Salesforce Park	Rincon Park	Transbay Block 3 Park (Future)
Total Shadow from Existing Buildings	49.27%	30.61%	47.46%
<i>Existing Buildings plus DCDG-Compliant Massing</i>			
Total Shadow from Existing Buildings plus DCDG-Compliant Massing	49.29%	30.67%	47.47%
Increase Due to DCDG-Compliant Massing Using Existing Baseline	0.02%	0.06%	0.01%
<i>Existing Buildings + Proposed Project</i>			

²⁷ The San Francisco General Plan Recreation and Open Space Element characterizes privately owned public open spaces in the denser neighborhoods of the city as "...a critical strategy to promote livability and provide much-needed spaces for relaxation, enjoyment of greenery, and socializing with others." Although these spaces are not subject to the provisions of section 295 of the planning code, the recreation and open space element is clear in that protecting sunlight access to these spaces, especially in the areas and times of highest use, should be a high priority for City officials and private groups.

Total Shadow from Existing Buildings plus Proposed Project	49.30%	30.74%	47.51%
Increase Due to Proposed Project Using Existing Baseline	0.03%	0.13%	0.05%
<i>DCDG-Compliant Massing Compared to Proposed Project</i>			
Additional Increase Due to Proposed Project Beyond Increase Due to DCDG-Compliant Massing	0.01%	0.07%	0.04%
Source: Fastcast, 2022.			

Table 9. Shadows on Affected Privately Owned Public Open Spaces

	Spear Street Terrace	Howard/Fremont Plaza	Main Street Plaza	201 Mission	Salesforce Plaza	Urban Park	50 Beale Plaza
Total Shadow from Existing Buildings	78.14%	84.68%	65.06%	65.81%	89.46%	53.05%	95.03%
<i>Existing Buildings plus DCDG-Compliant Massing</i>							
Total Shadow from Existing Buildings plus DCDG-Compliant Massing	78.30%	84.74%	68.26%	67.44%	89.47%	64.14%	95.11%
Increase Due to DCDG-Compliant Massing Using Existing Baseline	0.16%	0.06%	3.20%	1.63%	0.01%	11.09%	0.08%
<i>Existing Buildings + Proposed Project</i>							
Total Shadow from Existing Buildings plus Proposed Project	78.45%	85.04%	69.10%	67.69%	89.48%	65.02%	95.13%
Increase Due to Proposed Project Using Existing Baseline	0.31%	0.36%	4.04%	1.88%	0.02%	11.97%	0.10%
<i>DCDG-Compliant Massing Compared to Proposed Project</i>							
Additional Increase Due to Proposed Project Beyond Increase Due to DCDG-Compliant Massing	0.15%	0.30%	0.84%	0.25%	0.01%	0.88%	0.02%
Source: Fastcast, 2022.							

Salesforce Park

Salesforce Park is a 208,072-square-foot (4.78-acre) publicly accessible park located on the roof of the Salesforce Transit Center. The 1,400-foot-long elevated park features a variety of activities and amenities, including gardens, trails, open grass areas, children’s play areas, an outdoor amphitheater, as well as space for a future restaurant. The children’s play areas are in the central and southwestern portions of the park, and the outdoor amphitheater is in the southwest portion of the park. Salesforce Park is used extensively throughout the day during the week. It is not as busy but still experiences substantial use on weekends.

The DCDG-Compliant Massing would contribute 125,414 sfh (0.02 percent) of new shading approximately four months of the year (mid-April to mid-August). The daily duration of net new shadow on the park under this scenario would range from less than 1 minute to a maximum of 51 minutes, with the average daily duration being about 33 minutes. In comparison, the Proposed Project would contribute 199,311 sfh (0.03 percent) new shading approximately eight months of the year (early January to early March, mid-April to mid-August, and early October to early December). The daily duration of net new Proposed Project shadow would range from less than 1 minute to a maximum of 1 hour and 16 minutes, with the average daily duration being about 44 minutes.

Both the DCDG-Compliant Massing and the Proposed Project would shadow Salesforce Park in the morning, affecting some areas with fixed seating in the northeastern end of the park. Shadow from both scenarios would move off the park around 8:45 a.m. to 9:00 a.m. and would not occur during the middle of the day when many nearby office workers might use the park during their lunch breaks.

The building height increase due to the Proposed Project would result in a net increase in shadow of 0.03 percent compared to existing conditions, and a net increase of 0.01 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR. Given the limited duration of shadow and the limited area of the park that would be affected, shadow from the Proposed Project would not substantially and adversely affect the public’s use and enjoyment of the park. Therefore, the Proposed Project’s shadow impact on Salesforce Park would be less than significant, and no mitigation measures are necessary.

Rincon Park

Rincon Park is an urban diamond-shaped waterfront open space sited between the Embarcadero and the Bay Front Trail just south of the western Bay Bridge anchorage. The park features inviting expanses of lawn, canted and oriented to provide maximum views to the bay. The lawns are edged with a series of low seat walls. Tucked within and between the seat walls are shrub and perennial plantings native to California and coastal areas. Dominating the mounded landform is the Cupid’s Span sculpture. Rincon Park is heavily used throughout the day both during the week and on weekends. The park is used for passive recreation (e.g., smoking, informal socializing, eating during lunch breaks, sunbathing). Although the park does not feature any active recreation facilities, cyclists and runners often pass through the park; the eastern boundary of the park abuts the San Francisco Bay Trail.

The DCDG-Compliant Massing would contribute 279,239 sfh (0.06 percent) of new shading approximately 9 months of the year (mid-April to early May, early August to mid-August, and late August to early April). The daily duration of net new shadow on the park under this scenario would range from less than 1 minute to a maximum of 1 hour, with an average daily duration of about 33 minutes. By comparison, the Proposed Project would contribute 607,662 sfh (0.13 percent) of new shading 10 months of the year, between early August and early May. The daily duration of net new shadow from the Proposed Project on the park would range from less than 1 minute to a maximum of 1 hour and 15 minutes, with an average duration of about 43 minutes.

Both the DCDG-Compliant Massing and the Proposed Project would shadow the park in the afternoon and early evening. Compared to shadow from the DCDG-Compliant Massing, shadow from the Proposed Project would be very similar in time of occurrence, duration, and location. Like the DCDG-Compliant Massing, the Proposed Project would not cast net new shadow on the park before 2:30 p.m. on any day of the year. Shadow from the Proposed Project would not occur during the morning and early afternoon when the park is heavily used. Shadow from the Proposed Project would occur during the afternoon and early evening when much of the park is already shadowed by existing buildings and activity levels within the park have decreased substantially.

The building height increase due to the Proposed Project would result in a net increase of 0.13 percent compared to existing conditions, and 0.07 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR. The additional shadow from the Proposed Project is not expected to substantially and adversely affect the public's use and enjoyment of the park. Therefore, Proposed Project's shadow impact on Rincon Park would be less than significant, and no mitigation measures are necessary.

Spear Street Terrace (POPOS)

Spear Street Terrace is a 31,716-square-foot (0.73-acre) publicly accessible private open space in the Financial District of San Francisco (Assessor's Block 3741/Lot 032). The plaza is northwest of 2 Folsom Street; the "panhandle" portion is between a parking structure to the northeast and the 201 Spear Street building to the southwest. Access to the plaza is via Steuart Street to the northeast and Spear Street to the southwest as well as a narrower "panhandle" pedestrian passageway from Howard Street to the northwest. Spear Street Terrace is used primarily for passive activity by nearby office workers and as a pedestrian passage between Spear, Howard, and Steuart streets. The plaza experiences its maximum use around lunchtime.

The DCDG-Compliant Massing would contribute 185,116 sfh (0.16 percent) of new shading approximately 4.5 months of the year (late February to early May and early August to mid-October). The daily duration of net new shadow on the park under this scenario would range from less than 1 minute to a maximum of 1 hour and 15 minutes, with the average daily duration being about 50 minutes. By comparison, the Proposed Project would contribute 371,002 sfh (0.31 percent) of new shading approximately six months of the year (early February to early May and early August to early November). With the Proposed Project, the daily duration of net new shadow on the park would range from less than 1 minute to a maximum of 1 hour and 15 minutes, with the average daily duration being about 49 minutes.

Both the DCDG-Compliant Massing and the Proposed Project would shadow the plaza in the afternoon. Shadow from the Proposed Project would occur on the plaza for more days of the year (early February to early May and early August to early November) than shadow from the DCDG-Compliant Massing (late February to early May and early August to mid-October). From mid-August until early October, the Proposed Project would cast a larger shadow on the southwest (Spear Street) entrance to the plaza than the DCDG-

Compliant Massing. Shadow from the Proposed Project would not reach the plaza before 2:45 p.m. and would not occur during the plaza's period of maximum use (11:00 a.m. to 1:00 p.m. for nearby workers' lunch breaks).

The building height increase due to the Proposed Project would result in a net increase of 0.31 percent compared to existing conditions, and 0.15 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR. Net new shadow from the Proposed Project would not substantially and adversely affect the public's use and enjoyment of the park. The Proposed Project's shadow impact on Spear Street Terrace would be less than significant, and no mitigation measures are necessary.

Howard/Fremont Plaza (POPOS)

Howard Fremont plaza is an 8,724-square-foot (0.20-acre) urban open space located in the Financial District of San Francisco on Assessor's Blocks 3738/Lots 016 and 017. The T-shaped open space is framed by high rises on the northwest and east and the 50-foot-tall 342 Howard Street Tower Project at the corner of Howard Street and Fremont Street. Howard Fremont Plaza attracts a high number of visitors during lunchtime, including many nearby office workers.

The DCDG-Compliant Massing would contribute 19,471 sfh (0.06 percent) of new shading approximately 4.5 months of the year (early April to mid-April, late April to mid-August, and late August to early September). The daily duration of net new shadow on the park under this scenario would range from 1 minute to a maximum of 30 minutes, with the average daily duration being about 21 minutes. In comparison, the Proposed Project would contribute 117,410 sfh (0.36 percent) of new shading approximately five months of the year (early April to early September). With the Proposed Project, the daily duration of net new shadow on the park would range from 1 minute to a maximum of 1 hour and 45 minutes, with the average daily duration being about 1 hour and 6 minutes.

Both the DCDG-Compliant Massing and the Proposed Project would shadow the southeast (Howard Street) entrance of the plaza during the morning from mid-April until late August. From early May until early August, shadow from the Proposed Project would occur for a longer duration each day than shadow from the DCDG-Compliant Massing (an average of 90 minutes compared to an average of 15 to 30 minutes). Shadow from the Proposed Project would move off the plaza by 9:15 a.m. and would not occur during the plaza's period of maximum use (11:00 a.m. to 1:00 p.m. for nearby workers' lunch breaks).

The building height increase due to the Proposed Project would result in a net increase of 0.36 percent compared to existing conditions, and 0.30 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR. Net new shadow from the Proposed Project would not substantially and adversely affect the public's use and enjoyment of the park. The Proposed Project's shadow impact on Howard/Fremont Plaza would be less than significant, and no mitigation measures are necessary.

Main Street Plaza (POPOS)

Main Street Plaza has 4,657 square feet (0.11 acre) of publicly accessible urban open space in the Financial District of San Francisco on Assessor's Block 3740/Lots 033 and 034. The Main Street entry of the plaza, which benefits from a sunny exposure, has two concrete benches, three planters that double as seating along the edges, and modest landscaping. At the eastern edge of the plaza is an expansive fenced play lot for children. Main Street Plaza is used primarily for passive activity by nearby office workers and as a pedestrian passage between Main and Spear streets. The plaza experiences its maximum use around lunchtime.

The DCDG-Compliant Massing would contribute 554,982 sfh (3.20 percent) of new shading during all 12 months of the year. The daily duration of net new shadow on the park under this scenario would range from less than 1 minute to a maximum of 2 hours and 15 minutes, with the average daily duration being about 1 hour and 8 minutes. In comparison, the Proposed Project would contribute 700,136 sfh (4.04 percent) of new shading during all 12 months of the year. With the Proposed Project, the daily duration of net new shadow on the park would range from less than 1 minute to a maximum of 2 hours and 30 minutes, with the average daily duration being about 1 hour and 21 minutes.

Both the DCDG-Compliant Massing and the Proposed Project would shadow the southwest (Main Street) entrance of the plaza during the afternoon throughout the year. From late September until mid-March, shadow from the Proposed Project would reach the plaza about 15 to 30 minutes earlier than shadow from the DCDG-Compliant Massing, but this would occur after 2:00 p.m. Therefore, shadow from the Proposed Project would not occur during the plaza's period of maximum use (11:00 a.m. to 1:00 p.m. for nearby workers' lunch breaks).

The building height increase due to the Proposed Project would result in a net increase of 4.04 percent compared to existing conditions, and 0.84 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR. Net new shadow from the Proposed Project would not substantially and adversely affect the public's use and enjoyment of the park. The Proposed Project's shadow impact on Main Street Plaza would be less than significant, and no mitigation measures are necessary.

201 Mission (POPOS)

The 0.31-acre parcel at 201 Mission is a lunch and break space with a surplus of movable seating and dining, buffered from Beale Street by dense planting. The open space at 201 Mission Street is presumed to be used primarily for passive activity by nearby office workers.²⁸ Given its proximity to high rise office buildings, the open space likely experiences its heaviest use around lunchtime.

The DCDG-Compliant Massing would contribute 825,497 sfh (1.63 percent) of new shading more than 11 months of the year, from late December to mid-December. The daily duration of net new shadow on the park under this scenario would range from less than one minute to a maximum of 6 hours and 45 minutes, with the average daily duration being about 3 hours and 41 minutes. In comparison, the Proposed Project would contribute 948,754 sfh (1.88 percent) of new shading almost nine months of the year, from early January to mid-May and from late July to early December. With the Proposed Project, the daily duration of net new shadow on the park would range from less than one minute to a maximum of 1 hour and 45 minutes, with the average daily duration being about 1 hour and 9 minutes.

Both the DCDG-Compliant Massing and the Proposed Project would shadow the open space in the morning before 9:15 a.m., with shadow from the Proposed Project lasting about 30 minutes longer per day from mid-November until late January. Shadow from the Proposed Project would not occur during the open space's presumed period of maximum use (11:00 a.m. to 1:00 p.m. for nearby workers' lunch breaks).

The building height increase due to the Proposed Project would result in a net increase of 1.88 percent compared to existing conditions, and 0.25 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR. Net new shadow from the Proposed Project would not substantially and adversely affect the

²⁸ Due to an indefinite citywide shelter-in-place order effective March 17, 2020, observations of this open space were not possible at the time that this analysis was prepared.

public's use and enjoyment of the park. The Proposed Project's shadow impact on the 201 Mission open space would be less than significant, and no mitigation measures are necessary.

Salesforce Plaza (POPOS)

Salesforce Plaza, an open hardscape area at the southern corner of Mission and Fremont streets, is framed by Salesforce Tower to the southwest and Salesforce Transit Center to the southeast. Salesforce Plaza is used primarily by pedestrians while en route to Salesforce Transit Center or the high-rise office buildings and businesses in the area. It is also the location of the cable car that ferries pedestrians to the elevated Salesforce Park. The plaza contains a small amount of fixed seating and landscaping in the northern corner of the site, adjacent to the cable car. The use of the plaza for purposes other than pedestrian access to and from the Salesforce Transit Center and Salesforce Park is presumed to be minimal.²⁹

The DCDG-Compliant Massing would contribute 7,031 sfh (0.01 percent) of new shading about 9 months of the year, from late January to early March and mid-March to late September. The daily duration of net new shadow on the park under this scenario would range from less than 1 minute to a maximum of 1 hour and 45 minutes, with the average daily duration being about 53 minutes. In comparison, the Proposed Project would contribute 13,803 sfh (0.02 percent) of new shading about three months of the year, between mid-April and late May as well as mid-July to mid-August. With the Proposed Project, the daily duration of net new shadow on the park would range from less than 1 minute to a maximum of 1 30 minutes, with the average daily duration being about 24 minutes.

Both the DCDG-Compliant Massing and the Proposed Project would shadow the northern third of the plaza in the morning, with shadow from the Proposed Project covering an additional area along the eastern edge of the plaza. Shadow from the Proposed Project would occur on the plaza for fewer days of the year (mid-April to late May and mid-July to mid-August) than shadow from the DCDG-Compliant Massing (late January to early March and mid-March to late September).

The building height increase due to the Proposed Project would result in a net increase of 0.02 percent compared to existing conditions, and 0.01 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR. Shadow from the Proposed Project is not anticipated to substantially and adversely affect the use of the plaza for pedestrian access. The Proposed Project's shadow impact on Salesforce Plaza would be less than significant, and no mitigation measures are necessary.

Urban Park (POPOS)

Urban Park, located on the western corner of Howard Street and Main Street, is a new open space, seemingly inspired by traditional Japanese raked-gravel gardens. Based on its design, the park is expected to be used primarily for passive activity by nearby residents and workers.³⁰

The DCDG-Compliant Massing would contribute 8,810,597 sfh (11.09 percent) of new shading to Urban Park. New shading would be introduced at the plaza every day of the year. The daily duration of net new shadow on the park under this scenario would range from less than 1 minute to a maximum of 4 hours and 45 minutes, with the average daily duration being about 3 hours and 58 minutes. In

²⁹ Due to an indefinite citywide shelter-in-place order effective March 17, 2020, observations of this open space were not possible at the time that this analysis was prepared.

³⁰ Due to an indefinite citywide shelter-in-place order, effective March 17, 2020, observations of this open space were not possible when this analysis was prepared.

comparison, the Proposed Project would contribute 9,501,966 sfh (11.97 percent) of new shading. New shading would be introduced at the plaza every day of the year. With the Proposed Project, the daily duration of net new shadow on the park would range from less than 1 minute to a maximum of 5 hours and 30 minutes, with the average daily duration being about 4 hours and 15 minutes.

Both the DCDG-Compliant Massing and the Proposed Project would shadow the park from the early morning until the early afternoon throughout the year. Compared to shadow from the DCDG-Compliant Massing, shadow from the Proposed Project would be very similar in time of occurrence, duration, and location.

The building height increase due to the Proposed Project would result in a net increase of 0.88 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR. Park users who prefer sunlight to shadow would be affected by the net new shadow and most likely would not use the park during the morning and early afternoon. Such individuals would be able to visit other parks and open spaces in the neighborhood that receive more sunlight. This would be the case under both the DCDG-Compliant Massing and the Proposed Project. Since the shadow from the Proposed Project would be very similar in time of occurrence, duration, and location to the shadow from the DCDG-Compliant Massing, the Proposed Project would not result in a more severe shadow impact on Urban Park when compared to the DCDG-Compliant Massing.

50 Beale Street Plaza (POPOS)

This large, square-shaped urban park opens onto Beale Street on its east side. Surrounded on three sides by towers and heavily landscaped with bushes and mature trees, the park generally stays shady. There is ample bench seating but no movable seating. Although crisscrossed by office workers heading to the nearby towers or cutting through the block, the park is generally empty in the evening and on weekends. Based on its design, the park is presumed to be used primarily for passive activity or as a mid-block pedestrian passage by nearby office workers and residents. Given its proximity to high rise office buildings, the park likely experiences its heaviest use around lunchtime.³¹

The DCDG-Compliant Massing would contribute 57,097 sfh (0.08 percent) of new shading about 3 months of the year, from early February to mid-March as well as late September to early November. The daily duration of net new shadow on the park under this scenario would range from less than 1 minute to a maximum of 45 minutes, with the average daily duration being about 30 minutes. In comparison, the Proposed Project would contribute 69,967 sfh (0.10 percent) of new shading approximately 4 months of the year, from early February to mid-March, mid-September to early November, and early December to early January. With the Proposed Project, the daily duration of net new shadow on the park would range from less than 1 minute to a maximum of 45 minutes, with the average daily duration being about 27 minutes.

Like the DCDG-Compliant Massing, the Proposed Project would not cast net new shadow on the plaza after 9:45 a.m. on any day of the year. Therefore, shadow from the Proposed Project would not occur during the plaza's presumed period of maximum use (11:00 a.m. to 1:00 p.m. for nearby workers' lunch breaks).

The building height increase due to the Proposed Project would result in a net increase of 0.10 percent compared to existing conditions, and 0.02 percent compared to the DCDG-Compliant Massing analyzed in

³¹ Due to an indefinite citywide shelter-in-place order, effective March 17, 2020, observations of this open space were not possible when this analysis was prepared.

the EIS/EIR. Net new shadow from the Proposed Project would not substantially and adversely affect the public's use and enjoyment of the plaza. The Proposed Project's shadow impact on 50 Beale Street Plaza would be less than significant, and no mitigation measures are necessary.

Future Transbay Block 3 Park

The following discussion is provided for informational purposes only. Since Transbay Block 3 Park is not an existing park, shadow from the Proposed Project could not result in an impact under CEQA.

Transbay Block 3 Park is a proposed 47,885-square-foot (1.10-acre) public park in the Financial District of San Francisco, on portions of Assessor's Block 3739/Lots 002, 006, and 008 (Transbay Block 3). The future park space will 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.

The DCDG-Compliant Massing would contribute 9,441 sfh (0.01 percent) of new shading approximately four months of the year. The daily duration of net new shadow on the park under this scenario would range from less than 1 minute to a maximum of 1 hour and 30 minutes, with the average daily duration being about 43 minutes. In comparison, the Proposed Project would contribute 81,454 sfh (0.05 percent) of new shading approximately 7 months of the year. With the Proposed Project, the daily duration of net new shadow on the park would range from less than 1 minute to a maximum of 1 hour and 45 minutes, with the average daily duration being about 57 minutes. The building height increase due to the Proposed Project would result in a net increase of 0.04 percent compared to the DCDG-Compliant Massing analyzed in the EIS/EIR.

Both the DCDG-Compliant Massing and the Proposed Project would shadow the northern (Tehama Street) edge of the future park during the late afternoon and early evening. Shadow from the Proposed Project would occur on the future park for more days of the year (mid-March until early October) than shadow from the DCDG-Compliant Massing (mid-March until mid-April, late May until mid-July, late August until early October). Given the limited area along the northern edge of the future park that would be affected, it is anticipated that shadow from the Proposed Project would not substantially and adversely affect the public's use and enjoyment of the future park.



**Addendum 9 to the Transbay Terminal/Caltrain Downtown
Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact
Report**

- Appendix A: [Supporting Materials for the Transportation Analysis](#)
- Appendix B: [Supporting Materials for the Wind Analysis](#)
- Appendix C: [Supporting Materials for the Shadow Analysis \(part I\)](#)
[Supporting Materials for the Shadow Analysis \(part II\)](#)
[Supporting Materials for the Shadow Analysis \(part III\)](#)

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

Main Content

Chapter	Description
Front Matter	Title Page, Contents, Preface, Summary
Chapter 1	Purpose and Need for the Project
Chapter 2	Description of the Project Alternatives
Chapter 3	Transportation Analysis
Chapter 4 (Part I)	Affected Environment
Chapter 4 (Part II)	Affected Environment
Chapter 5 (Part I)	Environmental Consequences and Mitigation Measures
Chapter 5 (Part II)	Environmental Consequences and Mitigation Measures
Chapter 5 (Part III)	Environmental Consequences and Mitigation Measures
Chapter 6	Financial Analysis
Chapter 7	CEQA Topics and Findings
Chapter 8	Final Section 4(f) Evaluation

Appendices

Chapter	Description
Appendices A & B	Distribution List and List of Preparers
Appendix C	Glossary/Acronyms
Appendix D	Agency Letters
Appendix E	Bibliography
Appendix F	Urban Form Program
Appendix G	Memorandum of Agreement



**Attachments to Exhibit A to Resolution No. 18-2022
Meeting of June 21, 2022**

Volumes

Chapter	Description
Volume II	Responses to Public Comments
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 \(January 14, 2016\)](#)

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

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

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 19 – 2022

Adopted June 21, 2022

APPROVING THE REPORT TO THE BOARD OF SUPERVISORS ON THE AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE TRANSBAY REDEVELOPMENT PROJECT AREA IN CONNECTION WITH THE DEVELOPMENT OF A MIXED-USE RESIDENTIAL PROJECT ON BLOCK 4 OF ZONE ONE OF THE TRANSBAY REDEVELOPMENT PROJECT AREA; AND AUTHORIZING TRANSMITTAL OF THE REPORT TO THE BOARD OF SUPERVISORS; 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” or “CRL”), 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 (“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, On February 1, 2012, the State of California 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) implement, modify, enforce and complete the Former Agency’s enforceable obligations; (ii) approve all contracts and actions related to the assets transferred to or retained by OCII, including, without limitation, the authority to exercise land use, development, and design approval, consistent with the applicable enforceable obligations; and (iii) take any action that the Redevelopment Dissolution Law requires or authorizes on behalf of the Successor Agency and any other action that the Commission deems appropriate, consistent with the Redevelopment Dissolution Law, to comply with such obligations; and,

WHEREAS, The authority of the Commission includes authority to grant approvals under land use controls for the Project Area specified in the Redevelopment Plan and to recommend amendments to the Redevelopment Plan, subject to Board of Supervisors' approval, as provided under the CRL; and,

WHEREAS, The Successor Agency now proposes to take certain actions related to Transbay Block 4 and the adjacent future Tehama Street right of way within Zone One of the Project Area (Assessor's Block 3739 Lot 010 and Lot 011, respectively), an approximately 56,375 square-foot area generally located at 200 Main Street, bounded by Howard, Main and Beale Streets and extending approximately 205 feet southeast from Howard Street. Specifically, the Successor Agency proposes an amendment to the Redevelopment Plan ("Plan Amendment") that would increase the maximum height limit for development on Block 4 from 450 feet to 513 feet and increase the maximum building floor plate sizes applicable to Block 4: (a) from 7,500 square feet to 13,500 square feet for buildings 85 feet to 250 feet in height, and (b) from 13,000 square feet to 15,200 square feet for buildings over 500 feet in height but limited to that portion of the building that is between 85 feet and 122 feet in height; and,

WHEREAS, The Plan Amendment is consistent with the Redevelopment Plan objectives to provide flexibility in the development of the Project Area, to respond readily and appropriately to market conditions, to strengthen the economic base of the Project Area and to promote development of affordable housing within the Project Area; and,

WHEREAS, On May 12, 2022, Transbay Citizens Advisory Committee ("CAC") considered the Plan Amendment and recommended its approval to the Commission and the Board of Supervisors; and,

WHEREAS, In accordance with Sections 33352 and 33457.1 of the CRL, the Successor Agency has prepared the Report to the Board of Supervisors on the Plan Amendment ("Report to the Board") that contains only the information required by Health and Safety Code Section 33352 that is warranted by the scope of the Plan Amendment; and,

WHEREAS, On June 21, 2022, the Commission adopted Resolution No. 18-2022 by which the Commission determined that the Final Environmental Impact Statement/ Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project (the "FEIS/EIR" as defined in said resolution), together with further analysis provided in Addendum No. 9 to the FEIS/EIR (the "Addendum" as defined in said resolution), remains adequate, accurate, and objective and in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq., "CEQA") and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.) for purposes of evaluating the potential environmental effects of the Proposed Actions (including the Plan Amendment) and the Project; and,

WHEREAS, The environmental effects of the Plan Amendment have been analyzed in the environmental documents as described in Commission Resolution No. 18-2022. Copies of the FEIS/EIR and Addendum No. 9 are on file with the Commission Secretary; now therefore be it

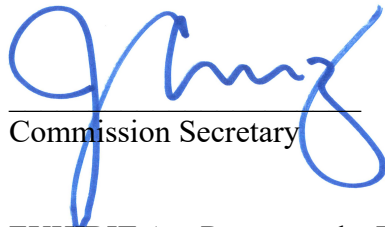
RESOLVED, That in Resolution No. 18-2022, the Commission adopted findings that various actions, including the Development Controls Amendment, were in compliance with CEQA and the CEQA Guidelines, said findings, which are on file with the Commission Secretary, being in furtherance of the actions contemplated in this Resolution and made part of this Resolution by reference herein; and, be it further

RESOLVED, That for the purposes of compliance with CEQA and the CEQA Guidelines, the hereby adopts the findings and determinations set out in Resolution 18-2022, adopted concurrently herewith, that the Plan Amendment is within the scope of the project analyzed by the FEIS/EIR and Addendum No. 9; and, be it further

RESOLVED, That the Commission hereby approves the Report to the Board of Supervisors attached to this Resolution as Exhibit A; and, be it further

RESOLVED, That the Executive Director is hereby authorized to transmit said Report to the Board of Supervisors as required under CRL Section 33457.1 for its background information in considering the proposed Plan Amendment.

I hereby certify that the foregoing resolution was adopted by the Successor Agency Commission at its meeting of June 21, 2022.



Commission Secretary

EXHIBIT A: Report to the Board of Supervisors on the Amendment to the Redevelopment Plan for the Transbay Project Area

**REPORT TO THE BOARD OF SUPERVISORS
ON THE AMENDMENT
TO THE REDEVELOPMENT PLAN FOR THE
TRANSBAY REDEVELOPMENT PROJECT AREA**

INTRODUCTION

The Board of Supervisors of the City and County of San Francisco ("Board of Supervisors") established the Transbay Redevelopment Project Area ("Project Area") and approved a Redevelopment Plan for the 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").

The Redevelopment Plan establishes the land use controls for the Project Area and divides the Project Area into two subareas: (1) Zone One, in which the Redevelopment Plan and the Development Controls and Design Guidelines for the Transbay Redevelopment Project (as currently amended, the "Development Controls") define and regulate land uses, and (2) Zone Two, in which the San Francisco Planning Code applies.

On June 21, 2022, the Successor Agency Commission ("Commission") held a public hearing to approve and recommend to the Board of Supervisors an amendment to the Redevelopment Plan in conjunction with proposed development of Transbay Block 4 and adjacent future Tehama Street public right of way, an approximately 56,375 square-foot area generally located at 200 Main Street, bounded by Howard, Main and Beale Streets and extending approximately 205 feet southeast from Howard Street (Assessor's Block 3739 Lot 010 ("Block 4") and Lot 011 ("Tehama ROW"), and collectively the "Site"). The proposed amendment ("Plan Amendment") would modify the Redevelopment Plan as follows: increase the maximum height limit for development on Block 4 from 450 feet to 513 feet and increase the maximum building floor plate sizes applicable to Block 4: (a) from 7,500 square feet to 13,500 square feet for buildings 85 feet to 250 feet in height, and (b) from 13,000 square feet to 15,200 square feet for buildings over 500 feet in height but limited to that portion of the building that is between 85 feet and 122 feet in height. In all other respects, the land use controls of the Redevelopment Plan would remain in effect.

Pursuant to Section 33352 of the California Community Redevelopment Law (Health and Safety Code Section 33000 et seq., "CRL"), the Successor Agency to the Redevelopment Agency of the City and County of San Francisco (commonly known as the Office of Community Investment and Infrastructure or "OCII") prepared this report to the Board of Supervisors to assist its review of the Plan Amendment and, should it determine to approve said amendment, provide a basis for necessary findings under the CRL.

The Plan Amendment would help achieve the Redevelopment Plan goals and objectives, including among others, (a) strengthen the community's supply of housing and affordable housing with the deepest levels of affordability; (b) ensure that high-rise buildings reflect high quality architectural and urban design standards, (c) create a mixture of housing types and sizes to attract a diverse residential population, including families and people of all income levels; (d) maximize housing development on the former Caltrans-owned properties according to the Development Controls to

provide financial support to the Salesforce Transit Center and Caltrain Downtown Extension through tax increment and land sale revenue.

The increased height and bulk limitations will allow for a larger mixed-income residential tower and a 100 percent affordable housing mid-rise building on Block 4. This will increase the total number of residential units to be constructed on the Site, including a high percentage of the total as below-market-rate units, and will continue to provide for a tower that complements the downtown skyline while supporting OCII's affordable housing mandate for the Project Area.

SCOPE OF THIS REPORT

This Plan Amendment is a minor plan amendment.¹ Under CRL Section 33352, a Plan Amendment submitted to the legislative body for approval must be accompanied by a report containing following information:

- The reason for the Plan Amendment;
- The proposed method of financing the redevelopment of the Project Area as applicable to the Plan Amendment;
- The report and recommendation of the San Francisco Planning Commission;
- The report on the environmental review required by Section 21151 of the Public Resources Code as applicable to the Plan Amendment; and
- A neighborhood impact report.

In approving the Redevelopment Plan in 2005 and 2006, the former Redevelopment Agency of the City and County of San Francisco ("Former Agency") and the Board of Supervisors relied on information about the conditions of physical and economic blight within the Project Area, the need for tax increment financing to carry out redevelopment in the Project Area, and other factors justifying the establishment of the Project Area. The Plan Amendment does not alter the blight and financial determinations made at the time the Project Area was originally adopted, but rather provides an effective approach for alleviating blight and promoting the financial feasibility of the Redevelopment Plan.

The Plan Amendment does not contemplate changes in the specific goals, objectives or expenditures of OCII for the Project Area.

¹ Generally, minor plan amendments are those that do not propose to (a) include a tax allocation provision into a redevelopment plan which does not uses tax increment financing; (b) add new territory to the project area of a redevelopment plan that uses tax increment financing; or (c) extend the time limits for meeting housing obligations or payments to taxing entities.

Furthermore, the Plan Amendment does not trigger the need for a Project Area Committee under CRL Section 33385 because it does not provide for the acquisition of, or the authorization of public projects on, property occupied by low- and moderate-income persons.

THE REASON FOR THE PLAN AMENDMENT (CRL Section 33352(a))

The purpose of the Plan Amendment is to facilitate, on Block 4 of the Project Area, the development of a residential tower extending to a maximum height of 513 feet with a larger building base, and a larger mid-rise building, which would be consistent with the following Redevelopment Plan goals and objectives:

- Strengthen the community’s supply of housing by assisting, to the extent economically feasible, in the construction and rehabilitation of affordable housing with the deepest levels of affordability, including the development of supportive housing for the homeless. Section 2.1.
- Ensure that high-rise buildings reflect high quality architectural and urban design standards. Section 2.2.
- Create a mixture of housing types and sizes to attract a diverse residential population, including families and people of all income levels. Section 2.2.
- Develop high-density housing to capitalize on the transit-oriented opportunities within the Project Area and provide a large number of housing units close to downtown San Francisco. Section 2.2.

The Plan Amendment also allows the feasible development of sufficient residential units to satisfy affordable housing requirements under State law for total residential units within the Project Area. Specifically, in 2003, the State adopted California Public Resources Code Section 5027.1, which requires that any redevelopment plan adopted to finance, in whole or in part, the demolition of the Transbay Terminal building and the construction of a new terminal, including its associated vehicle ramps, shall ensure that at least 25% of all dwelling units developed within the Project Area shall be available at affordable housing cost to, and occupied by, persons and families whose incomes do not exceed 60% of the area median income, and that at least an additional 10% of all dwelling units developed within the Project Area shall be available at affordable housing cost to, and occupied by, persons and families whose incomes do not exceed 120% of the area median income, for a total 35% affordable housing obligation (“Transbay Affordable Housing Obligation”).

In the process of negotiating the proposed development on Block 4, it became apparent to OCII staff that development of Block 4 would likely require larger buildings to feasibly provide sufficient residential units to satisfy the Transbay Affordable Housing Obligation. Thus, OCII staff, together with representatives of Hines, the managing partner of F4 Transbay Partners LLC, a Delaware limited liability company (the “Developer”) proposed the development a project that, with an increase in the maximum allowable height and increases in bulk for towers and mid-rise buildings on Block 4, could feasibly deliver 45% of the units to be provided as affordable to households earning between 40% and 120% of Area Median Income (“AMI”).

On June 21, 2022, the Commission authorized the execution of a disposition and development agreement with the Developer and Transbay Block 4 Housing Partnership, L.P., a California

limited partnership ("Affordable Developer"), for the sale of the Block 4 and conveyance the Tehama ROW to the Developer and construction of a residential development project on the Site.

The DDA authorizes construction of 681 residential units, including 45% or 306 units of affordable to low- or moderate-income households to satisfy the current requirements of the Transbay Affordable Housing Obligation. Overall the Block 4 DDA residential development (or "Project") contemplates (a) one residential tower 513 feet in height at the roof of the last occupiable floor (plus a rooftop mechanical screening/parapet element of a maximum 39 feet in height), including an attached wing up to 71 feet in height, collectively containing 155 for-sale residential condominium units, 219 market-rate rental residential units and no fewer than 105 rental units affordable to households earning from 100 to 120 percent of AMI, approximately 1,960 square feet of neighborhood retail uses, amenities spaces, 2,200 square feet of open spaces, and related facilities; (b) an affordable residential building 163 feet in height at the roof of the last occupiable floor (plus a rooftop mechanical screening/parapet element of a maximum 16 feet in height) containing 201 rental units (and one manager's unit) affordable to households earning from 40 to 100 percent of AMI, with, approximately 3,200 square feet of neighborhood retail uses, amenities, 3,200 square feet of open spaces, and related facilities, (c) an approximately 66,496 square foot underground shared parking garage accommodating up to 275 private vehicles valet-parked and/or parked via stackers, two car share spaces and a parking for a minimum of 556 bicycles; (d) a minimum of 4,250 square feet of public open space and streetscape improvements within and surrounding the Site and including the extension of Tehama Street on the Tehama ROW.

Community Identity and Built Form

The Redevelopment Plan implements the transformation of former freeway land into a new high-rise residential district in the South of Market neighborhood. Through public workshops and meetings, in collaboration with the Transbay Citizens Advisory Committee, land in the Project Area formerly containing portions of the Embarcadero Freeway, its ramps and Terminal Separator Structure, was envisioned as a transit-oriented residential district as documented in the Transbay Redevelopment Project Area Design for Development completed in October 2003 ("Design for Development"). The Design for Development informed the creation of the Redevelopment Plan and the Development Controls, both adopted in 2005, and called for Zone One of the Project Area to become a complementary and exciting addition to the downtown skyline, designed as a grouping of slender residential towers that would visually extend the Downtown high-rise office skyline.

Since completion of the Design for Development and adoption of the Redevelopment Plan and Development Controls, height limits were increased with the adoption of the Transit Center District Plan in 2012. As a result, buildings between approximately 700 and 1000 feet in height have been constructed, including the Salesforce Tower (formerly the Transbay Terminal Tower), between Mission and Howard Streets, and 181 Fremont Street, at Fremont and Howard Streets. An affiliate of the Developer recently received approvals for construction of an 850-foot mixed-use tower on Transbay Parcel F in Zone Two, at 542-550 Howard, between First and Second Streets.

Within Zone One, two towers have recently been completed, consistent with the Redevelopment Plan and Development Controls, at heights higher than the 513 feet proposed for Block 4. Park Tower on Transbay Block 5, located at Howard and Beale Streets immediately across Howard

Street to the north of Block 4, is a 550-foot tall office building. The Avery residential building on Transbay Block 8, located at Folsom and Fremont Streets two blocks to the southwest of Block 4, is a 550-foot tall residential tower. The Plan Amendment will increase the tower height on Block 4 to 513 feet and will produce a “stepping up” effect of building heights from Block 3 Transbay Park north to the higher heights of buildings proposed and constructed in the Transit Center District Area Plan and Zone Two of the Project Area.

The Plan Amendment will also permit specific increases to maximum bulk on Block 4, with a corresponding increase in developable residential floor area on Block 4. The increase in the maximum floor plate areas will affect the lower portion of the tower and expand the maximum floor plate of the mid-rise building. The Plan Amendment will expand the floor plate of the tower base at between 85 feet and 122 feet in height, that will provide a proportional tapering of the Tower massing. The expansion of the mid-rise floor plate will result in that building being similar in size to nearby mid-rise buildings immediately surrounding Block 4.

Housing Opportunities

The Redevelopment Plan’s Planning Goals and Objectives on housing opportunities include among others, the creation of a mixture of housing types and sizes to attract a diverse residential population, including families and people of all income levels, and to develop high-density housing to capitalize on the transit-oriented opportunities within the Project Area and to provide a large number of housing units close to downtown San Francisco. Zone One is a mixed-use, high-density residential district with no maximum residential density for living units.

A 450-foot tower on Block 4, as allowed under the existing Redevelopment Plan, and podium developments at 65 feet and 85 feet, as allowed under the existing Development Controls, would result in approximately 490 total residential units. The Plan Amendment would permit a taller tower on Block 4, providing for an increase in the number of dwelling units and affordable dwelling units in the tower. The Project, as currently proposed, would increase the total number of residential units by 191 units to a total of 681, and 306 will be affordable pursuant to the terms of the Block 4 DDA. Thus, the Plan Amendment would further the attainment of the Redevelopment Plan Goals and Objectives of creating high density, mixed-income housing, and make a significant contribution to achieving the Transbay Affordable Housing Obligation.

PROPOSED METHOD OF FINANCING/ECONOMIC FEASIBILITY OF AMENDMENT (CRL Section 33352(e))

The Plan Amendment does not propose new capital expenditures by OCII, involve any new indebtedness or financial obligation of the OCII, or change OCII’s overall method of financing the redevelopment of the Project Area. The change in height and bulk restrictions applicable to Block 4 is intended to maximize developable square feet and increase dwelling unit count, which would generate more property taxes and consequently more tax increments than the existing conditions.

In addition, OCII will be provide to the Developer an affordable housing loan of Forty-Six Million Seven Hundred Forty-Nine Thousand Nine Hundred Twenty-Eight and 46/100 Dollars (\$46,749,928.46) to partially finance the construction of the mid-rise 100% affordable rental building ("Successor Agency Loan"). These funds will be initially provided to OCII by an affiliate

of the Developer pursuant to a separate agreement with the City for Developer's development of a separate residential project within Zone 2 of the Redevelopment Plan. Thus, the Successor Agency Loan is being provided at no cost to OCII. The Successor Agency Loan will have a simple interest rate from zero to 3% (to be determined based on financial feasibility) for a 57-year term. Payments of principal and interest on the Successor Agency Loan will be payable by the mid-rise project only to the extent that annual surplus cash from the mid-rise project remains from collection of rent after payment of expenses, fees, permanent loan debt service, and replenishment of reserves, as needed. There are no mandatory or scheduled payments, except for repayment at maturity, including any unpaid principal or accrued interest; provided however, that repayment does not necessarily occur at maturity since such loans may be restructured or forgiven by public funders (San Francisco Mayor's Office of Housing and Community Development/OCII) during the life of the project to ensure ongoing affordability and financial feasibility, typically concurrent with low-income housing tax credit syndication.

PLANNING COMMISSION REPORT AND RECOMMENDATIONS ON CONFORMANCE TO THE GENERAL PLAN (CRL Section 33352(h))

The Commission has referred the Plan Amendment to the Planning Commission for its report and recommendation on the Plan Amendment and its conformance with the General Plan.

The San Francisco Planning Department ("Planning Department") has determined that an amendment to the San Francisco General Plan ("General Plan") would be required.

Notice of the Planning Commission hearing on the amendment to the General Plan will be given in accordance with the Rules and Regulations of the Planning Commission. The Planning Commission's resolution regarding its report and recommendation on the Redevelopment Plan Amendment and its conformity of the amendment to the General Plan will be incorporated in a supplemental Report to the Board of Supervisors.

The Planning Commission's report and recommendation will be provided to the Board of Supervisors together with this Report to permit the Board to consider adopting an ordinance amending the Redevelopment Plan.

ENVIRONMENTAL REVIEW (CRL Section 33352(k))

In April 2004, the Final Environmental Impact Statement/Environmental Impact Report ("FEIS/EIR") for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project was certified by the Former Redevelopment Agency and the Board of Supervisors. OCII, as the Successor Agency to the Former Redevelopment Agency, has land use and California Environmental Quality Act ("CEQA") review authority of the Project Area. The maximum height limit analyzed in the FEIS/EIR for the Block 4 site was 450 feet.

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present. An addendum

documents the assessment and determination that the modified project is within the scope of the FEIS/EIR and no additional environmental review is required.

The Plan Amendment increases certain height and bulk limitations that result in an increase in the number of residential units than what otherwise be feasible with the smaller building heights and massing allowed under the Redevelopment Plan and the Development Controls. Nonetheless, the proposed number of units on Block 4 falls below the number of units analyzed on the Site under the FEIS/EIR. The modifications to building heights and bulk controls under both the Redevelopment Plan and the Development Controls do require an additional evaluation of which impacts could worsen due to additional building height and bulk. These topics include wind and shadow. All other features of the Block 4 development, including demolition, land use types, building square footage, retail square footage, and number of dwelling units, would be consistent with the Redevelopment Plan and the FEIS/EIR. The Addendum presents an update to the FEIS/EIR's transportation study and applies the utilization of the Vehicle Miles Traveled ("VMT") methodology for transportation effects, as the VMT methodology did not exist at the time of the publication of the FEIS/EIR, and it is now the sole methodology allowed to be used in accordance with state law.

Accordingly, OCII, in consultation with the Planning Department, prepared the ninth addendum to the FEIS/EIR dated June 13, 2022, focusing on transportation, wind and shadow ("Addendum"). The shadow study that was conducted as part of the Addendum process focused its analysis of potential shadow impacts generated by the proposed development on Block 4 onto three parks located within the shadow fan of Block 4: Transbay Park Block 3, Rincon Park and Salesforce Park. The shadow analysis found that the Block 4 development would not cast shadow on any parks or open spaces subject to Section 295 of the San Francisco Planning Code.² The maximum shadow size at any park would grow by less than one percent due to the proposed height and bulk increases. The additional shadow duration on the maximum days would range from 15 minutes to 1 hour and 15 minutes due to the proposed height and bulk increase. Activities in the affected portions of the parks and open spaces consisted primarily of passive activities, such as eating lunch, resting, and making phone calls. Areas that would be newly shaded would, in most cases, be located at the edges of the affected parks and open spaces. Given the limited increase in shadow size and duration, the proposed height and bulk increases on Block 4 would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.

The Addendum determined the Plan Amendment and Project would not cause new significant impacts not identified in the FEIS/EIR, nor would the Project cause significant impacts previously identified in the FEIS/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 proposed Project that would cause significant environmental impacts to which the Project would contribute considerably, and no new information has become available that shows that the Project would cause significant environmental impacts. Therefore, the analyses conducted and the conclusions reached in the Final FEIS/EIR certified on April 22, 2004 remain valid and no supplemental environmental review is required beyond this Addendum.

² Section 295 of the Planning Code only applies to public parks and open spaces that are under the jurisdiction of the San Francisco Recreation and Park Commission.

NEIGHBORHOOD IMPACT REPORT (CRL Section 33352(m))

At the time of Redevelopment Plan adoption, the Project Area did not contain low- or moderate-income housing. Since then, OCII has started implementing the affordable housing requirements under the Transbay Affordable Housing Obligation. Based on residential projects complete, under construction, approved and in process, the number of housing units currently anticipated to be built in the Project Area is approximately 4,200 units, of which 1,470 (or 35 percent) will be affordable. The means of financing the low- and moderate-income housing units are developer-subsidized below-market-rate inclusionary units, tax increment financing, revenue from the sales of public properties within the Project Area, and development fees.

Currently, seven affordable housing developments in Zone One of the Project Area have been completed and are now occupied. The Rene Cazenave development (120 affordable units) is now occupied by formerly homeless households at 25 Essex Street. Other completed and occupied affordable housing development include Block 1 (391 units including 156 affordable units), Block 6/7 podium building (70 affordable units), Block 6 tower (409 market rate units), Block 7 (120 affordable units), Block 8 (546 total units including 150 affordable units), and Block 9 (545 total units including 109 affordable units). In process and planned future projects within Zone 1 are Blocks 2, 4 and 12 which collectively provide for approximately 705 affordable units.

The Plan Amendment, by facilitating a greater density of development at a site designated for residential use, will increase the supply of housing and affordable housing in the Project Area. The Plan Amendment does not adversely affect the physical and social quality of the neighborhood. The Plan Amendment will not cause the destruction or removal of housing units from the low- and moderate-income housing market and will not cause the displacement of low- or moderate-income.

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 20 – 2022

Adopted June 21, 2022

APPROVING AN AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE TRANSBAY REDEVELOPMENT PROJECT AREA IN CONNECTION WITH THE DEVELOPMENT OF A MIXED-USE RESIDENTIAL PROJECT ON BLOCK 4 OF ZONE ONE OF THE TRANSBAY REDEVELOPMENT PROJECT AREA; REFERRING THE PLAN AMENDMENT TO THE PLANNING COMMISSION FOR ITS REPORT AND RECOMMENDATION TO THE BOARD OF SUPERVISORS; RECOMMENDING THE PLAN AMENDMENT TO THE BOARD OF SUPERVISORS FOR ADOPTION; 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 “CRL”), 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 the Development Controls and Design Guidelines for the Transbay Redevelopment Project (as currently amended, the “Development Controls”) define and regulate land uses, and Zone Two, in which the San Francisco Planning Code applies. 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 February 1, 2012, the State of California 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) implement, modify, enforce and complete the Former Agency’s enforceable obligations; (ii) approve all contracts and actions related to the assets transferred to or retained by OCII, including, without limitation, the authority to exercise land use, development, and design approval, consistent with the applicable enforceable obligations; and (iii) take any action that the Redevelopment Dissolution Law requires or authorizes on behalf of the Successor Agency and any other action that the Commission deems appropriate, consistent with the Redevelopment Dissolution Law, to comply with such obligations; and,

WHEREAS, The authority of the Commission includes authority to grant approvals under land use controls for the Project Area specified in the Redevelopment Plan and to recommend amendments to the Redevelopment Plan, subject to Board of Supervisors’ approval, as provided under the CRL; and,

WHEREAS, The Successor Agency now proposes to take actions related to Transbay Block 4 and the adjacent future Tehama Street right of way within Zone One of the Project Area, an approximately 56,375 square-foot area generally located at 200 Main Street, bounded by Howard, Main and Beale Streets and extending approximately 205 feet southeast from Howard Street (Assessor's Block 3739 Lot 010 ("Block 4") and Lot 011 ("Tehama Parcel", and collectively the "Site")); and

WHEREAS, The Redevelopment Plan specifies the land use of Block 4 as "Transbay Downtown Residential" and provides for a maximum height limit of 450 feet and maximum floor plate sizes of (i) 7,500 square feet for buildings between 85 and 350 feet in height, (ii) 13,000 square feet for buildings over 500 feet in height, and sets an overall maximum floor plate size of 13,000 square feet for all buildings within Zone One of the Project Area; and,

WHEREAS, OCII staff negotiated the terms of a Disposition and Development Agreement (“DDA”) with the F4 Transbay Partners LLC, a Delaware limited liability company and Transbay Block 4 Housing Partnership, L.P., a California limited partnership (“Developer”) for the sale of the Block 4 and conveyance the Tehama Parcel to Developer and authorization of construction of the improvements on the Site and Tehama Parcel. The DDA would authorize development of a mixed-use residential development project ("Project") generally consisting of (a) a residential tower 552 feet in height (513 feet at the roof of the last occupiable floor plus a rooftop mechanical screening/parapet element of a maximum 39 feet in height), including an attached wing up to 71 feet in height, collectively containing 155 for-sale residential condominium units, 219 market-rate rental residential units and no fewer than 105 rental units affordable to households earning from 100 to 120 percent of area median income, neighborhood retail uses, amenities spaces, open spaces and related supporting spaces; (b) an affordable residential building 179 feet in height (163 feet at the roof of the last occupiable floor, and a rooftop mechanical screening/parapet element of a maximum 16 feet in height) containing 201 rental units affordable to households earning from 40 to 100 percent of area median income (and one managers unit), with supporting facilities, amenities, open spaces and neighborhood retail, (c) an approximately 66,496 square foot underground shared parking garage accommodating up to 275 private vehicles valet-parked and/or parked via stackers, two car share spaces and a parking for a minimum of 556 bicycles; (d) open space and streetscape improvements within and surrounding the Site and including the extension of Tehama Street on the Tehama Parcel; and,

WHEREAS, Developer has requested the Plan Amendment to allow the Project to be constructed in accordance with the design proposed by the Developer and described in detail in the DDA. Specifically, the Plan Amendment would increase the maximum height limit for development on Block 4 from 450 feet to 513 feet and increase the maximum building floor plate sizes applicable to Block 4: (a) from 7,500 square feet to 13,500 square feet for buildings 85 feet to 250 feet in height, and (b) from 13,000 square feet to 15,200 square feet for buildings over 500 feet in height but limited to that portion of the building that is between 85 feet and 122 feet in height; and,

WHEREAS, In addition to the Plan Amendment, Developer has requested that the Successor Agency take a series of actions related to the Site, consisting of: (1) approval of necessary amendments to the Development Controls for the Project, (2) authorization to enter into the DDA governing the sale and development of the Site with the Project, (3) conditional approval of Schematic Designs for the development of the Site, and (4) recommendations of related actions to agencies responsible therefor, including but not limited to the General Plan Amendment (defined below), Zoning Map Amendment (defined below), Plan Amendment, and approval of the sale of the Site by the Board of Supervisors of the City and County of San Francisco for the purpose of compliance with Section 33433 of the California Health and Safety Code (collectively, items 1 through 4 and the Plan Amendment are the “Proposed Actions”); and

WHEREAS, In addition to the Proposed Actions, Developer has applied to the San Francisco Planning Department requesting amendments to (i) the height classification for Block 4 in the Transit Center District Plan, a Sub Area Plan of the Downtown Plan (the “General Plan Amendment”) and (ii) the height classification for Block 4 in the Planning Code’s Height Map (the “Zoning Map Amendment”). The General Plan Amendment and the Zoning Map Amendment will provide for consistency between the General Plan, Planning Code, Redevelopment Plan, and Development Controls, and will allow the Project to be constructed in accordance with the design proposed by the Developer and described in detail in the DDA. The General Plan Amendment and Zoning Map Amendment must be reviewed and approved by the San Francisco Planning Commission and the San Francisco Board of Supervisors as a condition to the effectiveness of this Resolution and the DDA approved hereunder; and,

WHEREAS, OCII is recommending the Plan Amendment to achieve the goals and objectives set forth in the Redevelopment Plan, including among others, the creation of a community identity and built form that ensure that high-rise buildings reflect high quality architectural and urban design standards, and the creation of housing opportunities that provide a mixture of housing types and sizes to attract a diverse residential population, including families and people of all income levels. A 513-foot tower on Block 4 would complement the downtown skyline, and together with specified increases in maximum floor plate area, would permit a more efficient design that allows for the production of a greater number of total housing units and a greater number of affordable housing units, as described in further detail in the Commission Memorandum provided together with this resolution and incorporated herein by this reference; and,

WHEREAS, Sections 33450-33458 of the CRL set forth a process to amend a redevelopment plan. This process includes a publicly noticed, environmental review to the extent required, adoption of the after the public hearing, referral of the amendment to the planning commission, a publicly noticed hearing of the legislative body, and legislative body consideration after its hearing. CRL Section 33352 further requires the preparation of a report to the legislative body regarding the plan to provide relevant background information in support of the need, purpose and impacts of the plan amendment; and,

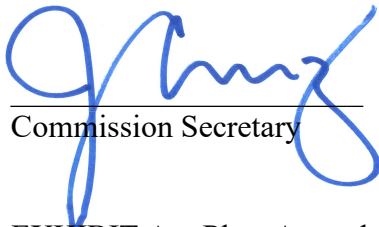
- WHEREAS, Pursuant to Sections 33352 and 33457.1 of the CRL, the OCII staff has prepared the Report to the Board of Supervisors on the Amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area (“Report to the Board of Supervisors”), which the Commission has approved by Resolution No. 19-2022; and,
- WHEREAS, On June 21, 2022, the Commission opened a public hearing on the adoption of the Plan Amendment, notice of which was duly and regularly published in a newspaper of general circulation in the City and County of San Francisco once a week for three successive weeks beginning 21 days prior to the date of the hearing, and a copy of the notice and affidavit of publication are on file with OCII; and,
- WHEREAS, Copies of the notice of public hearing were mailed by first-class mail to the last known address of each assessee of land in the Project Area as shown on the last equalized assessment roll of the City; and,
- WHEREAS, Copies of the notice of public hearing were mailed by first-class mail to all residential and business occupants in the Project Area; and,
- WHEREAS, Copies of the notice of public hearing were mailed, by certified mail, return receipt requested, to the governing body of each taxing agency that receives taxes from property in the Project Area; and,
- WHEREAS, The Commission has provided an opportunity for all persons to be heard and has considered all evidence and testimony presented for or against any and all aspects of the Plan Amendment; and,
- WHEREAS, On June 21, 2022, the Commission adopted Resolution No. 18-2022 by which the Commission determined that the Final Environmental Impact Statement/ Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project (the "FEIS/EIR" as defined in said resolution), together with further analysis provided in Addendum No. 9 to the FEIS/EIR (the "Addendum" as defined in said resolution), remains adequate, accurate, and objective and in compliance with 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., collectively "CEQA") for purposes of evaluating the potential environmental effects of the Proposed Actions (including the Plan Amendment) and the Project; and,
- WHEREAS, The environmental effects of the Plan Amendment have been analyzed in the environmental documents as described in Commission Resolution No. 18-2022. Copies of the FEIS/EIR and Addendum No. 9 are on file with the Commission Secretary;
- WHEREAS OCII staff has reviewed the Plan Amendment, and, in accordance with its Commission Memorandum and supporting information provided to the Commission and incorporated herein by reference, finds it acceptable and recommends approval thereof, now therefore, be it
- RESOLVED, That in Resolution No. 18-2022, the Commission adopted findings that the Proposed Actions, including the Plan Amendment, are in compliance with CEQA, said findings, which are on file with the Commission Secretary, being in furtherance of the actions contemplated in this Resolution and made part of this Resolution by reference herein; and, be it further

RESOLVED, That for the purposes of compliance with CEQA, the Commission hereby adopts the findings and determinations set out in Resolution 18-2022 that the Plan Amendment is within the scope of the project analyzed by the FEIS/EIR and Addendum No. 9; and, be it further

RESOLVED, That the Commission refers the Plan Amendment to the San Francisco Planning Commission for its report and recommendation on the Plan Amendment and its conformance with the General Plan, and, be it further

RESOLVED, That the Commission approves the Plan Amendment as consistent with the goals and objectives of the Redevelopment Plan and recommends the Plan Amendment to the Board of Supervisors for its approval.

I hereby certify that the foregoing resolution was adopted by the Successor Agency Commission at its meeting of June 21, 2022.



Commission Secretary

EXHIBIT A: Plan Amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area

Exhibit A. Redevelopment Plan Amendment

Changed text shown in red. Additions shown in bold and underline, deletions shown in strikeout and underline

3.5.2 Height and Size of Buildings

The Zone One Plan Map and the table and text below illustrate the heights and floor plate sizes permitted for residential buildings in Zone One.

Maximum Floor Plates for Residential Buildings

<i>Building Height (feet)</i>	<i>Maximum Floor Plate Size (square feet)</i>
85 – 250	7,500 ²
251 – 300	10,000
301 – 350	10,500
351 - 400	11,000
401 – 450	11,500
451 – 500	12,000
501 – 550	13,000 ³

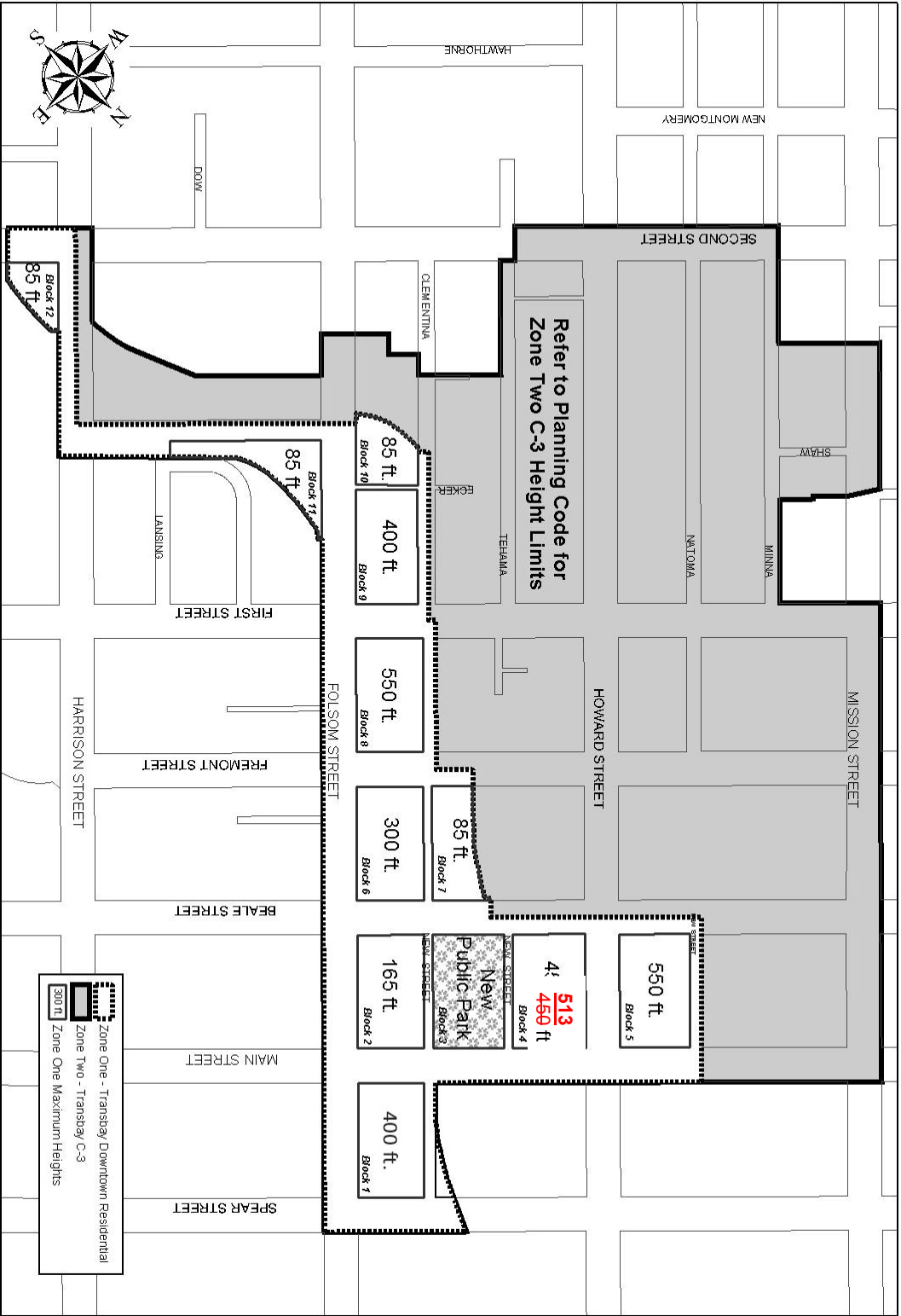
For residential towers above 500 feet in total height, the average floor plate size of the portion of the tower above 350 feet must not exceed 12,000 square feet. Below 85 feet, no bulk controls will apply.

The bulk controls for residential buildings prescribed in this section have been carefully considered in relation to the objectives and policies for Zone One of the Project Area. The maximum average floor plate size above 350 feet for residential towers with heights of 501-550 feet has been written to conform to the San Francisco Downtown Area Plan. There may be some exceptional cases in which the maximum average floor plate above 350 feet for residential towers with heights of 501-550 feet could be permitted to be exceeded. The Successor Agency Commission may approve exceptions to this control provided that the project sponsors demonstrate that all of the design guidelines for residential towers in the Development Controls and Design Guidelines are incorporated into the tower design. ~~In no case shall~~ **Except as otherwise provided herein,** residential tower floor plates **shall not** exceed 13,000 square feet.

For general office buildings in Zone One, the maximum floor plate sizes shall be consistent with the bulk limits permitted by Sections 270 (Bulk Limits: Measurement) and 272 (Bulk Limits: Special Exceptions in C-3 Districts) of the San Francisco Planning Code, as amended from time to time, for the C-3-O District (Downtown Office).

² **On Transbay Block 4, a Maximum Floor Plate Size of 13,500 square feet is permitted.**

³ **On Transbay Block 4, a Maximum Floor Plate Size of 15,200 square feet is permitted for portions of buildings between 85 feet and 122 feet in height.**



SIN Exhibit 4 :
IRN Zone One Plan Map

Transbay Redevelopment Project Area

BOARD of SUPERVISORS



City Hall
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San Francisco, CA 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

July 20, 2022

Planning Commission
Attn: Jonas Ionin
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Dear Commissioners:

On July 12, 2022, Supervisor Dorsey submitted the following legislation:

File No. 220836

Ordinance amending the Zoning Map of the Planning Code to facilitate development of the Transbay Block 4 Redevelopment Project (located on the south side of Howard Street between Beale and Main Streets) by increasing height limits; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making public necessity, convenience, and general welfare findings under Planning Code, Section 302.

The proposed ordinance is being transmitted for review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

c: Rich Hillis, Director
Tina Tam, Deputy Zoning Administrator
Corey Teague, Zoning Administrator
Lisa Gibson, Environmental Review Officer
Devyani Jain, Deputy Environmental Review Officer
AnMarie Rodgers, Director of Citywide Planning
Dan Sider, Chief of Staff
Aaron Starr, Manager of Legislative Affairs
Joy Navarrete, Environmental Planning

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NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco, as a Committee of the Whole, will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard in person or remotely.

Members of the public attending this hearing in-person may be required to wear masks and adhere to certain procedures, please visit https://sfbos.org/in_person_meeting_guidelines for the current guidelines.

Date: Tuesday, September 20, 2022

Time: 3:00 p.m.

Location: **IN-PERSON MEETING INFORMATION**
Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

REMOTE ACCESS

Watch: www.sfgovtv.org

Watch: SF Cable Channel 26, 28, 78 or 99 (*depending on your provider*) once the meeting starts, the telephone number and Meeting ID will be displayed on the screen.

Public Comment Call-In: <https://sfbos.org/remote-meeting-call>

Subject: Transbay Block 4 Redevelopment Project

The subject Hearing matter will include: 1) an Ordinance approving an amendment to the Transbay Redevelopment Plan to increase height and bulk limits on Block 4 of Zone One of the Transbay Redevelopment Project Area (Assessor's Parcel Block No. 3739, Lot No. 010, located on the south side of Howard Street between Beale and Main Streets), by increasing the maximum height limit for tower buildings from 450 feet to 513 feet, and increasing certain maximum floor plate sizes; and making certain findings (File No. 220854); an Ordinance amending the Zoning Map of the Planning Code to facilitate development of the Transbay Block 4 Redevelopment Project (located on the south side of Howard Street between Beale and Main Streets) by increasing height limits; and making certain findings (File No. 220836); a Resolution approving the disposition of land, and entrance into a ground lease of certain air

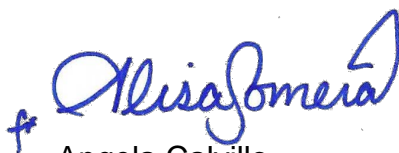
space rights, by the Successor Agency to the Redevelopment Agency of the City and County of San Francisco to F4 Transbay Partners LLC, a Delaware limited liability company, and Transbay Block 4 Housing Partnership, L.P., a California limited partnership, for a purchase price of \$6,000,000 for the property generally located at 200 Main Street, bounded by Howard, Main and Beale Streets and extending approximately 205 feet southeast from Howard Street (Assessor's Parcel Block No. 3739, Lot Nos. 010 and 011), commonly known as Transbay Block 4; making findings under the Transbay Redevelopment Plan (incorporating California Health and Safety Code, Section 33433); and making certain findings (File No. 220858); and an forthcoming Ordinance amending the General Plan.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (board.of.supervisors@sfgov.org). Information relating to this matter is available in the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, September 16, 2022.

For any questions about this hearing, please contact one of the Legislative Clerks:

Lisa Lew (lisa.lew@sfgov.org ~ (415) 554-7718)
Jocelyn Wong (jocelyn.wong@sfgov.org ~ (415) 554-7702)
Brittney Harrell (brittney.harrell@sfgov.org ~ (415) 554-4447)

Please Note: *The Department is open for business, but employees are partially working from home. Please allow 48 hours for us to return your call or email.*



Angela Calvillo
Clerk of the Board of Supervisors
City and County of San Francisco

em:jw:bh:ll:ams

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SAN FRANCISCO, CA 94102

COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE

Ad Description

LL - 220853 - COW - Transbay Block 4 Redevelopment Project

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO EXAMINER. Thank you for using our newspaper. Please read this notice carefully and call us with ny corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

08/28/2022 , 09/04/2022 , 09/11/2022

The charge(s) for this order is as follows. An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

Publication	\$1690.87
Total	\$1690.87

EXM# 3615936

NOTICE OF PUBLIC HEARING BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco, as a Committee of the Whole, will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard in person or remotely. Members of the public attending this hearing in-person may be required to wear masks and adhere to certain procedures, please visit

https://sfbos.org/in_person_meeting_guidelines_for_current_guidelines.

Date: Tuesday, September 20, 2022 **Time:** 3:00 p.m.

Location: IN-PERSON MEETING INFORMATION Legislative Chamber, Room 250, located at City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA REMOTE ACCESS.

Watch: www.sfgovtv.org **Watch:** SF Cable Channel 26, 28, 78 or 99 (depending on your provider) once the meeting starts. **Meeting ID will be displayed on the screen.** **Public Comment Call-In:** <https://sfbos.org/remotemeeting-call>

Subject: Transbay Block 4 Redevelopment Project.

The subject Hearing matter will include: 1) an Ordinance approving an amendment to the Transbay Redevelopment Plan to increase height and bulk limits on Block 4 of Zone One of the Transbay Redevelopment Project Area (Assessor's Parcel Block No. 3739, Lot No. 010, located on the south side of Howard Street between Beale and Main Streets), by increasing the maximum height limit for tower buildings from 450 feet to 513 feet, and increasing certain maximum floor plate sizes; and making certain findings (File No. 220854); an Ordinance amending the Zoning Map of the Planning Code to facilitate development of the Transbay Block 4 Redevelopment Project (located on the south side of Howard Street between Beale and Main Streets) by increasing height limits; and making certain findings (File No. 220836); a Resolution approving the disposition of land, and entrance into a ground lease of certain air space rights, by the

Successor Agency to the Redevelopment Agency of the City and County of San Francisco to F4 Transbay Partners LLC, a Delaware limited liability company, and Transbay Block 4 Housing Partnership, L.P., a California limited partnership, for a purchase price of \$6,000,000 for the property generally located at 200 Main Street, bounded by Howard, Main and Beale Streets and extending approximately 205 feet southeast from Howard Street (Assessor's Parcel Block No. 3739, Lot Nos. 010 and 011), commonly known as Transbay Block 4; making findings under the Transbay Redevelopment Plan (incorporating California Health and Safety Code, Section 33433); and making certain findings (File No. 220858); and an forthcoming Ordinance amending the General Plan, in accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (board.of.supervisors@sfgov.org). Information relating to this matter is available in the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, September 16, 2022. For any questions about this hearing, please contact one of the Legislative Clerks: Lisa Lew (lisa.lew@sfgov.org) - (415) 554-7718) Jocelyn Wong (jocelyn.wong@sfgov.org) - (415) 554-7702) Britney Harrell (britney.harrell@sfgov.org) - (415) 554-4447) Please Note: The Department is open for business, but employees are partially working from home. Please allow 48 hours for us to return your call or email. Angela Calvillo, Clerk of the Board of Supervisors City and County of San Francisco

EXM-3615936#



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San Francisco, CA 94102-4689
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NOTICE OF PUBLIC HEARING

LAND USE AND TRANSPORTATION COMMITTEE OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee of the City and County of San Francisco, will hold a public hearing to consider the following proposals and said public hearing will be held as follows, at which time all interested parties may attend and be heard in person or remotely.

Members of the public attending this hearing in-person may be required to wear masks and adhere to certain procedures, please visit https://sfbos.org/in_person_meeting_guidelines for the current guidelines.

Date: Monday, September 19, 2022

Time: 1:30 p.m.

Location: IN-PERSON MEETING INFORMATION
Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

REMOTE ACCESS

Watch: www.sfgovtv.org

Watch: SF Cable Channel 26, 28, 78 or 99 (*depending on your provider*) once the meeting starts, the telephone number and Meeting ID will be displayed on the screen.

Public Comment Call-In: <https://sfbos.org/remote-meeting-call>

Subject: **File No. 220836.** Ordinance amending the Zoning Map of the Planning Code to facilitate development of the Transbay Block 4 Redevelopment Project (located on the south side of Howard Street between Beale and Main Streets) by increasing height limits; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making public necessity, convenience, and general welfare findings under Planning Code, Section 302.

File No. 220914. Ordinance amending the General Plan, to revise the Transit Center District Plan, a Sub-Area Plan of the Downtown Plan, to facilitate development of the Transbay Block 4 Redevelopment Project by revising height limits and bicycle network policy; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making public necessity, convenience, and general welfare findings under Planning Code, Section 340.
(These matters are anticipated to be forwarded to the September 20, 2022, Board of Supervisors Committee of the Whole).

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on these matters may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (board.of.supervisors@sfgov.org). Information relating to this matter is available in the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, September 16, 2022.

For any questions about this hearing, please contact the Assistant Clerk:

Erica Major (Erica.Major@sfgov.org or dial (415-554-4441))

Please Note: *The Department is open for business, however, please allow 24 hours for us to return your call or email.*


Angela Calvillo
Clerk of the Board of Supervisors
City and County of San Francisco

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ERICA MAJOR
CCSF BD OF SUPERVISORS (OFFICIAL NOTICES)
1 DR CARLTON B GOODLETT PL #244
SAN FRANCISCO, CA 94102

EXM# 3622371

COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE

Ad Description

EDM 09.19.2022 Land Use - 220914 General Plan & 220836 Zoning Map

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO EXAMINER. Thank you for using our newspaper. Please read this notice carefully and call us with ny corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

09/09/2022

The charge(s) for this order is as follows. An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

Publication	\$489.60
Total	\$489.60

NOTICE OF PUBLIC HEARING
SAN FRANCISCO BOARD OF SUPERVISORS
LAND USE AND TRANSPORTATION COMMITTEE
MONDAY, SEPTEMBER 19, 2022 - 1:30 PM

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https://sfbos.org/in_person_meeting_guidelines for the current guidelines.

File No. 220836. Ordinance amending the Zoning Map of the Planning Code to facilitate development of the Transbay Block 4 Redevelopment Project (located on the south side of Howard Street between Beale and Main Streets) by increasing height limits; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making public necessity, convenience, and general welfare findings under Planning Code, Section 302.

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IN-PERSON MEETING INFORMATION

Legislative Chamber, Room 250, located at City Hall 1 Dr. Carlton B. Goodlett Place, San Francisco, CA

REMOTE MEETING INFORMATION

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Please Note: The Department is open for business, but employees are working from home. Please allow 48 hours for us to return your call or email.

EXM-3622371#



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Introduction Form

By a Member of the Board of Supervisors or Mayor

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning : "Supervisor inquiries"
- 5. City Attorney Request.
- 6. Call File No. from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No.
- 9. Reactivate File No.
- 10. Topic submitted for Mayoral Appearance before the BOS on

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.

Sponsor(s):

Subject:

The text is listed:

Signature of Sponsoring Supervisor:

For Clerk's Use Only