File No. 160188 Committee Item No. 3
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation **Date** April 11, 2016

Board of Supervisors Meeting **Date** _____

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Completed by: Andrea Ausberry **Date** April 7, 2016
Completed by: _____ **Date** _____

FILE NO. 160188 ORDINANCE).

[General Plan Amendment - Downtown Area Plan Map 5 - Portions of Transbay Redevelopment Plan Blocks 1 and 2]

Ordinance amending the General Plan by revising Map 5 of the Downtown Area Plan to include a note stating that the proposed Height and Bulk Districts on Block 1 (Assessor's Parcel Block No. 3740, Lot Nos. 027, 029, 030, 031, and 032), on Folsom Street between Main and Spear Streets, and a portion of Block 2 (Assessor's Parcel Block No. 3739, Lot No. 004), on Folsom and Main Streets, of the Transbay Redevelopment Project Area shall be consistent with those provided in the Transbay Redevelopment Plan Development Controls; and making findings, including findings under the California Environmental Quality Act, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

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

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

Section 1. Findings.

(a) The Ordinances relating to adoption of the Transbay Redevelopment Plan in 2005 and 2006 (Ordinance Nos. 124-05, 125-05, 94-06, 95-06, and 99-06) included General Plan Amendments that reflected the height and zoning changes. Map 5 of the Downtown Plan, which identified recommended height and bulk limits in the City's Downtown, was amended with a notation: "Remove 80-x label from freeway lands in Transbay and replace with notation that says 'See Redevelopment Plan Development Controls.'" This amendment appears to

have inadvertently excluded Transbay Redevelopment Plan Zone 1 blocks that are within the 200 foot Height District and "S" Bulk District in Map 5 (Assessor Block 3740/027-32 on Folsom Street between Main and Spear Streets, and Assessor Block 3739/004 on Folsom and Main Streets), leaving the General Plan out of sync with the adopted Transbay Redevelopment Plan. While the Redevelopment Plan changed the allowable height and bulk of the aforementioned Assessor's Blocks to a 300' Height District and a "TB" Bulk District, the added notation in Map 5 of the Downtown Plan did not reference the Redevelopment Plan. The proposed General Plan Amendment that is the subject of this ordinance would correct Map 5 of the Downtown Plan to reflect that the aforementioned Assessor Blocks are subject to the controls of the Transbay Redevelopment Plan. In doing so, the General Plan Amendment also would accommodate and provide consistency for a height increase at a development project proposed for Assessor Block 3740, Lots 027, 029, 030, 031, and 032 of the Transbay Redevelopment Project Area ("Block 1") from 300 to 400 feet.

(b) Pursuant to Charter Section 4.105 and Planning Code Section 340, the Planning Commission shall first consider any amendments to the General Plan and thereafter recommend such amendments for Board of Supervisors approval or rejection. On January 14, 2016, after a duly noticed public hearing, the Planning Commission, by Motion No. 19549, initiated General Plan amendments that are the subject of this ordinance. On February 25, 2016, after a duly noticed public hearing, the Planning Commission, by Resolution No. 19572, adopted environmental findings; found that the General Plan amendments are, on balance, consistent with the General Plan as proposed for amendment; the public necessity, convenience and general welfare required the General Plan Amendment; the proposed amendments are in conformity with the eight priority policies of Planning Code Section 101.1; and recommended the amendments for Board of Supervisors approval. A copy of Planning

Commission Motion No. 19549 and Resolution No. 19572 are on file with the Clerk of the Board of Supervisors in File No. 160188 and are incorporated herein by reference.

(c) The Board of Supervisors finds that this ordinance is, on balance, consistent with the General Plan as it is proposed for amendment herein and in conformity with the eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. 19572. The Board hereby adopts these findings as its own.

(d) On June 15, 2004, this Board approved Motion No. M04-67 affirming the Planning Commission's certification of the final environmental impact report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("FEIR") in compliance with the California Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et seq.) A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 040629 and is incorporated herein by reference.

(e) The Board of Supervisors in Resolution No. 612-04, adopted environmental findings in relation to the Transbay Terminal, Caltrain Downtown Extension, and Transbay Redevelopment Plan. Copies of said Resolution and supporting materials are in the Clerk of the Board of Supervisors File No. 041079. The Board of Supervisors in Ordinance No. 124-05, as part of its adoption of the Transbay Redevelopment Plan, adopted additional environmental findings. Copies of said Ordinance and supporting materials are in the Clerk of the Board of Supervisors File No. 050184. The FEIR analyzed development on Transbay Redevelopment Project Area Block 1 of a project extending up to 300 feet in height. Said Resolution and Ordinance and supporting materials are incorporated herein by reference.

(f) On January 14, 2016, in response to a proposed height increase from 300 to 400 feet on Block 1, 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, ("Successor Agency" or "OCII") in conjunction with the Planning Department

prepared an Addendum to the FEIR in accordance with CEQA Guidelines Section 15164 (the "Addendum").

(g) On January 19, 2016, after a duly noticed public hearing, the Commission on Community Investment and Infrastructure ("CCII") in Resolution No. 2-2016 approved development actions for Block 1 and adopted the Addendum along with other environmental review findings pursuant to CEQA. A copy of the Addendum and CCII Resolution are on file with the Clerk of the Board of Supervisors in File No. 160188 and are incorporated herein by reference.

(h) Based on this Board's review of the FEIR and the Addendum, the Board concurs that the analysis conducted and the conclusions reached in the FEIR remain valid and the proposed Block 1 height amendment will not cause new significant impacts not identified in the FEIR, and no new mitigation measures will be necessary to reduce significant impacts. Further, other than as described in the Addendum, no Block 1 changes have occurred, and no changes have occurred with respect to circumstances surrounding Block 1 that will cause significant environmental impact to which the height amendment will contribute considerably; and no new information has become available that shows the height amendment will cause significant environmental impacts not previously discussed in the FEIR, that significant effects previously examined will be substantially more severe than shown in the FEIR, or that mitigation measures or alternatives previously found infeasible are feasible, or that new mitigation measures or alternatives considerably different from those in the FEIR would substantially reduce significant impacts. Therefore, the Board finds that no environmental review is required under CEQA other than the Addendum and hereby adopts CCII's and the Planning Commission's environmental findings as its own.

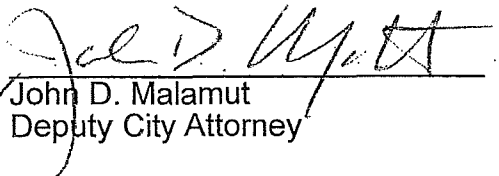
Section 2. The San Francisco General Plan is hereby amended by revising Map 5 of the Downtown Area Plan as follows:

Remove the 200-S label from Assessor's Block 3740, Lots 027, 029, 030, 031, and 032, and Assessor's Block 3739, Lot 004, and replace it with a notation that states "See Transbay Redevelopment Plan Development Controls."

Section 3. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section 4. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the General Plan that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: 
John D. Malamut
Deputy City Attorney

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FILE NO. 160188

LEGISLATIVE DIGEST

[General Plan Amendment - Downtown Area Plan Map 5 - Portions of Transbay Redevelopment Plan Blocks 1 and 2]

Ordinance amending the General Plan by revising Map 5 of the Downtown Area Plan to include a note stating that the proposed Height and Bulk Districts on Block 1 (Assessor's Parcel Block No. 3740, Lot Nos. 027, 029, 030, 031, and 032), on Folsom Street between Main and Spear Streets, and a portion of Block 2 (Assessor's Parcel Block No. 3739, Lot No. 004), on Folsom and Main Streets, of the Transbay Redevelopment Project Area shall be consistent with those provided in the Transbay Redevelopment Plan Development Controls; and making findings, including findings under the California Environmental Quality Act, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

Existing Law

The Downtown Area Plan is a subplan within the City's General Plan. Map 5 of the Downtown Plan shows various height and bulk districts. The City adopted legislation in 2005 and 2006 to establish the Transbay Redevelopment Plan Area. The Transbay Redevelopment Plan consisted of two Zones, Zone 1 where the Successor Agency to the Redevelopment Agency (known as the Office of Community Investment and Infrastructure) retains land use authority and Zone 2 where the Planning Commission/Department retains land use authority. The Redevelopment Plan legislation amended the Downtown Plan so that Map 5 would reference the Transbay Redevelopment Plan Development Controls for purposes of height and bulk districts in Zone 1 of the Transbay Redevelopment Plan. The previous legislation inadvertently excluded six lots (five lots on Transbay Block 1 and one lot on Transbay Block 2) within Zone 1 from the Redevelopment Plan Development Controls reference.

Amendments to Current Law

This legislation would amend the General Plan by revising Map 5 of the Downtown Area Plan so that the height and bulk districts on the 6 lots in Transbay Redevelopment Plan Zone 1 mentioned above reference the Transbay Redevelopment Plan Development Controls instead of the currently listed height and bulk districts. The ordinance would make findings under the California Environmental Quality Act and findings of consistency with the General Plan as proposed for amendment and the eight priority policies of Planning Code Section 101.1.

File No. 160188

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Feb 29, 2016

Ms. Angela Calvillo, Clerk
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 2016.000003GPA: General Plan Amendment to the Map 5 of the Downtown Plan and Case Number 2015-012730GPR General Plan Referral for the Transbay Redevelopment Plan Amendment**

BOS File No: 160188 **(pending)**
Planning Commission Recommendation: ***Approval***

Dear Ms. Calvillo,

On February 25, 2016 the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of a proposed Ordinance.

The proposed Ordinance initiated by the Planning Commission would amend the Map 5 of the Downtown Plan to correct and clean up references to the Redevelopment Plan amendments adopted in 2005.

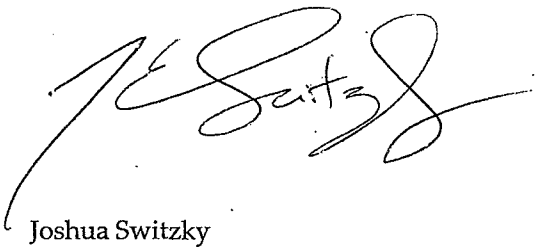
At the February 25 hearing, the Commission voted to recommend approval of the proposed Ordinance.

At the February 25 hearing, the Commission also heard the proposed amendments to the Transbay Redevelopment Plan referred to the Department from the Commission on Community Investment and Infrastructure. The proposed amendment would increase the height of parcels within Transbay Block 1 from 300 feet to 400 feet.

The Planning Commission found the proposed amendment **on balance in consistent** with the General Plan and recommended its approval by the Board of Supervisors.

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

Sincerely,



Joshua Switzky
Senior Planner

cc:
Mayor's Office, Nicole Wheaton
Supervisor Malia Cohen
Supervisor Aaron Peskin
Supervisor Scott Wiener
City Attorney, John Malamut
Kimia Haddadan, Planning Department
Jose Campos, OCII

Attachments (one copy of the following):
Planning Commission Resolution No. 19572
Planning Commission Motion No. 19573
Planning Commission Executive Summary for Case No. 2016.000003GPA
Planning Commission Executive Summary for Case No. 2015-012730GPR
Draft Ordinance (original sent via interoffice mail)

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Executive Summary
General Plan Referral

Date:	Feb 25, 2016
Case No.	**Case No. 2015-012730GPR** **Transbay Redevelopment Plan Amendment General Plan Consistency Finding**
Block/Lot No.:	3740/Lots 027,029,030,031, and 032
Applicant:	Office of Community Investment and Infrastructure Jose Campos One South Van Ness Avenue, Fifth Floor San Francisco, CA 94103
Staff Contact:	Kimia Haddadan – (415) 575-9068 *kimia.haddadan@sfgov.org*

PROJECT DESCRIPTION

The Project is an Amendment to the Transbay Redevelopment Plan ("Proposed Plan Amendment"). The Office of Community Investment and Infrastructure (OCII), the Successor Agency to the Redevelopment Agency of San Francisco, proposes to increase the maximum height limit for development on Block 1 within Zone 1 of the Transbay Redevelopment Project Area (Project Area). Located on Folsom Street between Main and Spear Streets in Zone 1 of the Project Area, Block 1 is comprised of Assessor's Block 3740, Lots 027, 029, 030, 031, and 032. Lot 027 is owned by OCII and the remaining lots are owned by Block One Property Holder, L.P., an affiliate of Tishman Speyer ("Developer"). The Redevelopment Plan and the Development Controls specify a 300-foot maximum height limit on Block 1. The proposed Plan Amendment would provide for a maximum height limit of 400 feet on Block 1 and would have no other effect on the Zone 1 development concept or land use controls. Exhibit A is OCII's staff Memorandum to the OCII Commission, including analysis on the proposed height change.

BACKGROUND

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 Ordinances No. 124-05 (June 21, 2005) and No. 99-06 (May 9, 2006), as amended by Ordinance No. 84-15, (June 18, 2015) ("Redevelopment Plan"). The Redevelopment Plan establishes the

land use controls for the Transbay Redevelopment Project Area, and divides the Project Area into two sub-areas: Zone 1, in which the Development Controls and Design Guidelines for the Transbay Redevelopment Project ("Development Controls") define the development standards, and Zone 2, in which the San Francisco Planning Code applies. An executed Delegation Agreement between the Planning Department and the former Redevelopment Agency (now OCII) establish that permitting for development in Zone 1 is carried out by OCII and permitting for development in Zone 2 is carried out by the Planning Department and Planning Commission.

The Redevelopment Plan and Development Controls authorize residential development on Block 1. Specifically, Zone 1 Plan Map of the Transbay Redevelopment Plan (See Attachment A in Exhibit B: Resolution 2-2016) specifies the land use of Block 1 as Transbay Downtown Residential, and provides for a maximum height limit of 300 feet on Block 1. The Development Controls further specifies Block 1 maximum height limit of 300 feet for a residential tower on a portion of the site.[1]

On November 18, 2014, the OCII Commission authorized an Exclusive Negotiation Agreement (the "ENA") with the Developer for (a) the sale to the Developer of the portion of Block 1 owned by OCII (Block 3740, Lot 027), and (b) the development of a combined affordable and market-rate homeownership project consisting of a residential tower, two residential podium buildings, and townhouses surrounding open space on Block 1. The ENA contemplates two project alternatives, one with a tower height of 300 feet, as allowed by the Redevelopment Plan, and the second with a tower height of 400 feet, which would require the Plan Amendment. The term sheet for the Block 1 project negotiated to date by OCII staff and the Developer includes the 400-foot project alternative (the "Block 1 Project"). The specifics of the Block 1 Project are shown in Attachment B to Exhibit A: OCII's staff Memorandum to the OCII Commission.

APPROVAL PROCESS

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 1). On January19, 2016 at a public hearing, the OCII Commission approved the proposed amendment to the Transbay Redevelopment Plan to increase the maximum height limit of the lots in Block 1 of Zone 1 from 300′ to 400′.

[1] Upon Board of Supervisors approval of the Plan Amendment, a proposed amendment to the Development Controls to increase the height limit for a residential tower on Block 1 to 400 feet, in conformance with the Plan Amendment, would be brought to the OCII Commission for consideration along with an Owner Participation/Disposition and Development Agreement and Schematic Design for the project in Spring 2016.

For the proposed amendment, the San Francisco Planning Commission has the authority to determine whether a proposed substantive Redevelopment Plan amendment (i.e. the height increase) is on balance in conformance with the General Plan prior to the Board of Supervisors consideration of the amendment.

The Proposed Plan Amendment would allow the OCII Commission to consider for entitlement the 400-foot project alternative as the Block 1 Project. Upon adoption of the Proposed Plan Amendment, the OCII Commission will then consider entitlement action on the Block 1 Project at a future public hearing.

OCII staff anticipates returning to the OCII Commission in spring of 2016 for approval of an Owner Participation/Disposition and Development Agreement, schematic design (consistent with the requirements of the Redevelopment Plan as anticipated to be amended), and amendments to the Development Controls.

ENVIRONMENTAL REVIEW

On January 14, 2016, OCII, in conjunction with the Planning Department, prepared an addendum to the certified Final Environmental Impact Statement/Environmental Impact Report ("FEIS/EIR") for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("Addendum"). Overall, the Addendum determined the Plan Amendment 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.

ISSUES AND CONSIDERATIONS

Staff has reviewed the Proposed Amendment to increase maximum height limits on Transbay Block 1 under three major themes of impact: 1) urban Form, 2) shadow analysis on parks and open space, and 3) affordable housing production.

To evaluate the impacts of the height increase under these three themes, multiple studies and analyses have been conducted:

1) Urban Design Study: OCII staff conducted and urban design analysis of the effects of the 100-foot increase on public view points from within the neighborhood, as well as major city vista points. This assessment is detailed in Attachment C to Exhibit A:

2) Shadow Study: OCII in consultation with the Planning Department prepared the Addendum to the FEIS/EIR dated January 14, 2016. For the summary of the shadow analysis see Attachment C to Exhibit A: OCII's staff Memorandum to the OCII Commission. For the full Addendum see Attachment B to Exhibit B, Resolution 2-2016.

Upon studying these analyses, staff analyzed the proposed amendment and its impacts compared to General Plan policies. Overall, staff found the proposed height change on balance

in conformity with the General Plan. Detailed analysis of each policy is provided in Exhibit C to this document: Draft Motion.

Below is a summary of staff's analysis under each theme:

Urban Form

Since adoption of the Transbay Redevelopment Plan in 2006, towers of 350 or 400 feet have been built adjacent to the site of Block 1, south of Folsom Street. With these towers setting a new skyline for the City, staff finds that the proposed 400 feet on Block 1 blends with the City's skyline at the seam of Folsom Street, and provides a balance between north and south sides of Folsom. The proposed height increase would still maintain a tapering down effect down to the waterfront, as called for in General Plan policies. From 550 foot One Rincon Tower on top of the Rincon Hill the skyline would step down to the 289 foot Gap Building along the water front. For the detailed discussion on Urban Form, see pages 6-8 of the Draft Motion in Exhibit E.

Shadow on Parks and Open Spaces

The proposed additional height would cast additional increments of shadow on nearby parks and open spaces. While the most increase in Additional Annual Shading occurs on Spear Street Terrace, this increase is less than half of one percent and would only last 18 minutes on the days with the most shadows. Spear Street Terrace is the Privately Owner Public Open Space (POPOS) east of Spear Street north of the Gap Building. Rincon Park, along the waterfront, is the second park with the highest Additional Annual Shading, which only would increase by about third of one percent. This additional shading would last about 45 minutes on the days with the maximum shadow. The additional shadow would occur after the peak hour of lunch time in the afternoon and would mostly occur on a small portion of the San Francisco Bay Trail near the center of the park and over existing restaurant structures. For further analysis of shadows on park see pages 9-11 of the Draft Motion in Exhibit E. Based on this analysis, staff finds the shadow impact of the proposed height increase insignificant.

Affordable Housing

The additional nine stories would allow a 23% increase in the total number of units provided (73 more units in total). From these added units, 60% would be designated as BMR including 30 more units affordable to households earning 120% of AMI and 14 more units affordable to households earning 100% of AMI. At the time that the city and the region are going through a housing crisis, staff finds the proposed amendment a balanced approach to create more affordable housing. Staff finds the proposed height amendment suitable for this area of Downtown based on two main reasons: a) the site of Block 1 is the most transit-friendly location in the city and the region; 2) the neighborhood context for this location is dense and suitable for additional density. The proposed project on Block 1 would dedicate 40% of the

units as Below Market Rate, an increase from 35% of units in the 300 foot alternative. For further discussion of affordable housing, see pages 11-14 of the Draft Motion in Exhibit E.

PUBLIC COMMENT

OCII staff has received several letters opposing the proposed height increase including objections from Save Rincon Park. OCII formally responded to the concerns raised in these letters in two informational memorandums published for the OCII Commission hearing on January 19.

Attachments:

Exhibit A: OCII's staff Memorandum to the OCII Commission.

Exhibit B: Resolution No.2-2016, Adopted January 19, 2016

Exhibit C: Renderings of the Proposed Project on Block 2 and Impacts on the Skyline

Exhibit D: Project Sponsor Letter

Exhibit E: Draft Planning Commission Motion

Exhibit A- OCII' Staff Memorandum to the OCII Commission

108-0012016-002

Agenda Item No: **5(b) and 5(c)**
Meeting of January 19, 2016

MEMORANDUM

TO: Community Investment and Infrastructure Commissioners

FROM: Tiffany Bohee, Executive Director

SUBJECT: Approving the Report to the Board of Supervisors on the Amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area to increase the maximum height limit from 300 feet to 400 feet on Block 1 of Zone One of the Transbay Redevelopment Project Area and authorizing transmittal of the Report to the Board of Supervisors; Transbay Redevelopment Project Area

Adopting environmental review findings pursuant to the California Environmental Quality Act and approving the Amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area to increase the maximum height limit from 300 feet to 400 feet on Block 1 of Zone One of the Transbay Redevelopment Project Area, referring the Redevelopment Plan Amendment to the Planning Commission for its report and recommendation on the Redevelopment Plan Amendment and its conformance with the General Plan, and recommending the Redevelopment Plan Amendment to the Board of Supervisors for approval; Transbay Redevelopment Project Area

EXECUTIVE SUMMARY

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 Ordinances No. 124-05 (June 21, 2005) and No. 99-06 (May 9, 2006), as amended by Ordinance No. 84-15, (June 18, 2015) ("Redevelopment Plan"). The Redevelopment Plan establishes the land use controls for the Transbay Redevelopment Project Area ("Project Area"), and divides the Project Area into two sub-areas: Zone One, in which the Development Controls and Design Guidelines for the Transbay Redevelopment Project ("Development Controls") define the development standards, and Zone Two, in which the San Francisco Planning Code applies.

Located on Folsom Street between Main and Spear Streets in Zone One of the Project Area, Block 1 is comprised of Assessor's Block 3740, Lots 027, 029, 030, 031, and 032. Lot 027 is owned by the Office of Community Investment and Infrastructure ("OCII") and the remaining lots are owned by Block One Property Holder, L.P., an affiliate of Tishman Speyer ("Developer"). The Redevelopment Plan and the Development Controls specify a 300-foot maximum height limit on Block 1. The proposed amendment to the Redevelopment Plan ("Plan Amendment") would provide for a maximum height limit of 400 feet on Block 1 (see Exhibit A to accompanying Resolution No. 2-2016); in all other respects, the land use controls of the Redevelopment Plan would remain in effect. OCII, in consultation with the Planning Department, has prepared an addendum to the Final Environmental Impact Statement/Environmental Impact Report ("FEIS/EIR") for the Transbay Terminal/Caltrain

Downtown Extension/Redevelopment Project ("Addendum"). Overall, the Addendum determined the Plan Amendment 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.

The Plan Amendment would help achieve the Redevelopment Plan goals and objectives, including among others, to create a community identity and built form that ensure high-rise buildings reflect high quality architectural and urban design standards, and to create housing opportunities by providing a mixture of housing types and sizes to attract a diverse residential population, including families and people of all income levels. A 400-foot tower on the Block 1 site would complement the downtown skyline and allow for a more elegant design. In addition, the current 400-foot development proposal for Block 1 would provide approximately 73 additional housing units on Block 1, for a total of 391 units. Under this proposal, 156 (40%) of the units will be affordable to moderate income households. The 300-foot development proposal for Block 1 would provide approximately 318 total residential units, of which 112 (35%) would be affordable to moderate income households.

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") provides relevant background information in support of the need, purpose and impacts of the Plan Amendment.

Prior to the Plan Amendment becoming final, the San Francisco Planning Commission is given the opportunity to make its report and recommendations on the Plan Amendment and must determine its conformance to the General Plan, and the Board of Supervisors must finally approve, by ordinance, the Plan Amendment.

Staff recommends approving the Report to the Board of Supervisors and authorizing its transmittal to the Board of Supervisors; adopting environmental review findings pursuant to the California Environmental Quality Act; approving the Plan Amendment; referring the Plan Amendment to the Planning Commission for its report and recommendation on the Plan Amendment and its conformance to the General Plan; and recommending the Plan Amendment to the Board of Supervisors for adoption.

BACKGROUND

Transbay Redevelopment Plan

The Board of Supervisors approved the Redevelopment Plan by Ordinances No. 124-05 (June 21, 2005) and No. 99-06, (May 9, 2006), as amended by Ordinance No. 84-15 (June 18, 2015). 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 Development Controls define the development standards, and Zone Two, in which the San Francisco Planning Code applies. A map of the Project Area is attached hereto as Attachment A.

Located on Folsom Street between Main and Spear Streets in Zone One of the Project Area, Block 1 is an approximately 54,098-square-foot site comprised of Assessor's Block 3740, Lots 027, 029, 030, 031, and 032. Lot 027 (approximately 34,133 square feet) is owned by OCII, as the successor to the Former San Francisco Redevelopment Agency ("Former Redevelopment Agency"); the balance of the properties (approximately 19,965 square feet) is held by the Developer.

The Redevelopment Plan and Development Controls authorize residential development on Block 1. Specifically, Exhibit 4, Zone One Plan Map, page 40 of the Redevelopment Plan specifies the land use of Block 1 as Transbay Downtown Residential, and provides for a maximum height limit of 300 feet on Block 1. Map 5, Zone One Height Ranges, page 19 of the Development Controls, specifies a Block 1 maximum height limit of 300 feet for a residential tower on a portion of the site.[1]

DISCUSSION

The Plan Amendment

On November 18, 2014, the Successor Agency Commission, commonly known as the Commission on Community Investment and Infrastructure ("Commission"), authorized an Exclusive Negotiations Agreement (the "ENA") with the Developer for (a) the sale to the Developer of the portion of Block 1 owned by OCII (Block 3740, Lot 027), and (b) the development of a combined affordable and market-rate homeownership project consisting of a residential tower, two residential podium buildings, and townhouses surrounding open space on Block 1.

The ENA contemplates two project alternatives, one with a tower height of 300 feet, as allowed by the Redevelopment Plan, and the second with a tower height of 400 feet, which would require the Plan Amendment. The term sheet for the Block 1 project negotiated to date by OCII staff and the Developer includes the 400-foot project alternative (the "Block 1 Project") (see Attachment B). Under this alternative, which is further detailed in the table below and in Attachment B, the number of residential units in the tower increases by 73 units to a total of 391. The number of affordable units increases by 44 units to a total of 156 (40%) of the total number of units. The additional affordable units will be dispersed in the townhomes and the first 26 floors of the tower. As noted above, the Commission will consider approval of the Block 1 Project at a later date after approval of the Plan Amendment.

[1] Upon approval of the Plan Amendment, a proposed amendment to the Development Controls to increase the height limit for a residential tower on Block 1 to 400 feet, in conformance with the Plan Amendment, would be brought to the Commission for consideration along with an Owner Participation/Disposition and Development Agreement and Schematic Design for the project in Spring 2016.

Summary of Block 1 Project

OVERALL PROJECT	ENA (with 300' Tower)	Proposed (with 400' Tower)	Benefit
Tower Height	300 feet	400 feet	100 foot increase
Stories	30	39	Additional 9 stories
Total Units	318 Units	391 Units	73 more units overall
Total BMR Units	112 BMR Units	156 BMR Units	44 more BMR Units
Overall Project Affordability	35%	40%	5% more overall affordability
Level of Affordability			
Podium	80% AMI (25 units) 90% AMI (26 units) 100% AMI (25 units)	80% AMI (25 units) 90% AMI (26 units) 100% AMI (25 units)	No change
Tower	100% AMI (36 units)	100% AMI (50 units) 120% AMI (30 units)	120% AMI tier added for 30 additional units in tower
Location of Tower BMR Units	Floors 1-3	Floors 1-26	BMR units interspersed in tower

Staff is recommending approval of the Plan Amendment to increase the maximum height limit on Block 1 from 300 feet to 400 feet to allow the Commission to consider the Block 1 Project, which would achieve several Redevelopment goals and objectives set forth in the Redevelopment Plan:

- 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 of the Redevelopment Plan.
- Ensure that high-rise buildings reflect high quality architectural and urban design standards. Section 2.2 of the Redevelopment Plan.
- 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 of the Redevelopment Plan.
- 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 of the Redevelopment Plan.

The goals and objectives for Community Identity and Built Form and Housing Opportunities goal are further detailed below.

Community Identity and Built Form

The Redevelopment Plan is the implementing document of a citywide vision to transform 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 towers that would visually extend the Downtown high-rise office skyline.

The Design for Development recognized that to meet the current and future housing needs of San Francisco residents, new residential development was needed, and given the close proximity to the downtown core and the new Transbay Transit Center, a sustainable solution was to develop high-density housing, while at the same time creating a livable and complete neighborhood. The Design for Development specified, among other requirements, that towers should have strict bulk regulations, be spaced one per block, and be located in a way that would enable development while minimizing shadows in public spaces.

The Design for Development also recognized that San Francisco's skyline has been regarded as unique, given its bridges, fluctuating topography, and downtown skyscrapers, and that any new high-rise development must consider its effect on the shape of the skyline. The Transbay urban design scheme included a new grouping of taller buildings that would peak at the Transbay Terminal tower site between First, Mission and Fremont Streets and adjacent to the new Transbay Transit Center, and extend from the downtown mound to a new residential high-rise district in the South of Market.

Since completion of the Design for Development and adoption of the Redevelopment Plan and Development Controls, towers have been built immediately to the south of Block 1, just outside of the Project Area, at heights taller than 300 feet. The Infinity development, located immediately to the south of Block 1, across Folsom Street and between Spear and Main Streets, consists of two towers of 350 feet and 400 feet in height. Similarly, the Lumina development, located immediately to the west of the Infinity, on the south side of Folsom Street between Main and Beale Streets, includes two towers of 350 feet and 400 feet in height. In addition, several towers taller than 400 feet have been planned and built in the adjacent Rincon Hill district, pursuant to the Rincon Hill Plan, adopted in 2005. Also, to the north of Block 1 and within Zone Two of the Project Area, 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 are currently under construction, including the Salesforce Tower (formerly the Transbay Terminal Tower), between Mission and Howard Streets.

Within Zone One, two towers have recently been permitted, consistent with the Redevelopment Plan and Development Controls, at heights higher than the 400 feet proposed for Block 1. Block 8, located at Folsom and First Streets will be a 550-foot tall residential tower three blocks to the west of Block 1, and the Park Tower on Block 5, located at Howard and Beale Streets, will be a 550-foot tall office building two blocks to the northwest of Block 1. These building heights to the north, west and south of Block 1 provide a context within the built environment that, with a

400-foot height limit on Block 1, results in a tapering effect of the skyline towards the east, as it approaches the Embarcadero waterfront.

Immediately to the east of Block 1 is the Gap Headquarters building, located on Folsom Street, between the Embarcadero and Spear Street. The building serves as the waterfront edge of the Folsom Street/South of Market high-rise district as it fronts the Embarcadero and Rincon Park. The tallest tower element of the building is approximately 289 feet in height, which includes a base tower height of approximately 240 feet and a podium element, which fronts the Embarcadero, at approximately 90 feet in height. At these heights and distances from the waterfront, the building provides a tapering effect; the skyline would literally step down from a 400-foot tower on Block 1 to the Gap Headquarters building to the east, which frames the Embarcadero and Rincon Park. This is in alignment with San Francisco General Plan's Urban Design Element, which calls for the tapering of heights from the hilltops to the water, and would be a consistent application of this principle for the downtown's waterfront edge.

Given the context of current and future towers in the vicinity of Block 1, an urban design analysis demonstrates the optimal height for the Block 1 tower at around 400 feet. See Attachment C. A 400-foot tower on the site complements the shape of the skyline, when viewed from afar, tying together the series of towers on Rincon Hill with the taller towers planned near the Transbay Transit Center and those north of Market Street. This height would continue to provide a stepping down from higher tower heights, such as the 1,070 foot-Salesforce Tower; the 550-foot Park Tower on Block 5; and the 550-foot tower on Block 8.

In addition to the analysis of the placement of a 400-foot tall tower on Block 1 within the surrounding skyline, a 400-foot tall tower on Block 1 with the same restricted floor plate size, as required by the Development Controls, provides the opportunity for a visually more slender and elegant architectural design of the structure itself. As shown in the design analysis included in Attachment C, a 400-foot tower on Block 1 compared to a 300-foot tower on the same site presents a potential improvement in the visual impact of the tower as the taller height emphasizes the verticality in its design, when viewed from adjacent areas, such as the Embarcadero.

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 the development of 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.

The 300-foot project alternative for Block 1 allowed under the existing Redevelopment Plan would result in approximately 318 total residential units, including 112 affordable units, or approximately 35 percent of the total. The Plan Amendment would permit a taller tower on Block 1, providing for an increase in the number of dwelling units and affordable dwelling units in the tower. The Block 1 Project, as currently proposed, would increase the total number of residential units by 73 units to a total of 391. The number of affordable units would increase by 44 units to a total of 156. Under this revised project proposal, 40 percent of the housing would be

affordable to moderate income households earning 80-120% of area median income. Thus, the Plan Amendment would further the attainment of the Redevelopment Plan goals and objectives of creating high density, mixed-income housing.

Compliance with Community Redevelopment Law

Changing height limits under a redevelopment plan requires the following process: a publicly noticed hearing; environmental review to the extent required; adoption of the amendment after the public hearing; preparation of a report to the legislative body to the extent warranted by the plan amendment (in this case, the Report to the Board of Supervisors); referral of the amendment to the planning commission for its report and recommendation, if warranted; a publicly noticed hearing of the legislative body; and legislative body adoption of the amendment after the public hearing.

As required by CRL, OCII staff has prepared the Report to Board of Supervisors for the Plan Amendment. Because the scope of the Plan Amendment is limited to a land use amendment—that is, increasing the maximum height limit on one development block within Zone One of the Project Area—the contents of the Report to the Board of Supervisors are limited to the following: the reason for the Plan Amendment; proposed method of financing/economic feasibility; the Planning Commission's determination regarding conformity of the Plan Amendment to the General Plan (to be incorporated upon receipt); the report on the environmental review required by Section 21151 of the Public Resources Code; and the neighborhood impact report.

Additionally, in compliance with CRL, the following actions have been or will be undertaken in connection with the Plan Amendment:

- On December 18, 2016, the public hearing notice was mailed to property owners and occupants in the Project Area by regular mail, and to taxing entities by certified mail;
- On December 18, 2016, the public hearing notice was posted on OCII's website;
- On December 28, 2015, January 4, 2016 and January 11, 2016, the notice of the public hearing was published in the San Francisco Examiner; and
- On January 14, 2016, the Transbay Citizens Advisory Committee (" Transbay CAC") considered the Plan Amendment;

COMMUNITY OUTREACH

Many community and public meetings have been held on the Block 1 Project. In July 2014, the Transbay CAC approved the terms of the ENA for the Block 1 Project, which included the proposed height increase. As noted above, the Transbay CAC also considered the Plan Amendment at its meeting of January 14, 2016; any feedback and outcomes from this CAC meeting will provided to the Commission at the public hearing.

In 2014, the Developer met with the Housing Action Coalition. In 2014 and 2015, the Developer also sponsored four community and "Town Hall" meetings in the neighborhood. During the course of this community outreach, certain concerns have been raised, in particular, regarding how the increased height of the tower might block views or shadow nearby open spaces, such as Rincon Park. In response to the issue of protecting views, OCII staff conducted an urban design analysis of the effects the 100-foot increase could have on public view points and public spaces within the vicinity of Block 1, such as the Embarcadero, Rincon Park and Folsom Street, and from hallmark observational points around San Francisco, such as from Treasure Island, the San Francisco-Oakland Bay Bridge, Twin Peaks, Potrero Hill, Dolores Park, among several others. Generally, the increase in height from 300 feet to 400 feet results in negligible effects on the skyline as experienced from nearby and from afar. This assessment is detailed in Attachment C Urban Design Analysis, which includes informative images.

With respect to community concerns about shadow, and to comply with environmental review requirements, OCII staff oversaw the completion of a thorough shadow study that documented the additional shadow impacts the 400-foot-tall tower would have on six existing and proposed public open spaces located within the vicinity of Block 1, including Rincon Park, the proposed Transbay Park, and City Park, proposed to be built over the Transbay Transit Center. No open space located within Block 1's 400-foot-tall building shadow fan area falls under the jurisdiction of the City's Recreation and Parks Department. While Proposition K, otherwise known as the "Sunlight Ordinance," requires the application of Planning Code Section 295 only on parks under the jurisdiction of the Recreation and Parks Department, the Block 1 shadow report utilizes Section 295 shadow analysis methodology to study the shadow impacts in a way consistent with Proposition K. The analysis is described more thoroughly in Attachment D, and concludes that the maximum increase in shadow over an affected park, as a result of increasing the tower height, does not exceed a shadowing of 0.49% of Theoretically Available Annual Sunlight, which is a measurement of outdoor park space in relation to hours of annual sunlight. This was deemed not to be a significant environmental impact.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Board of Supervisors affirmed, by Motion No. 04-67 (June 15, 2004), the certification under the California Environmental Quality Act ("CEQA") of the Final Environmental Impact Statement/Environmental Impact Report ("FEIS/EIR") 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 (Oct. 7, 2004), findings that various actions related to the Project complied with CEQA. Subsequent to the adoption of the FEIS/EIR and the findings, seven addenda to the FEIS/EIR have been approved and incorporated into the FEIS/EIR by reference.

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 height limit analyzed in the FEIS/EIR for the Block 1 site was 300 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 or Supplemental 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.

Under the Plan Amendment, the only substantive modification to the proposed project that was not previously studied in the FEIS/EIR is the proposed Block 1 maximum height limit change from 300 feet to 400 feet. Therefore, the only CEQA topics requiring additional evaluation are those for which impacts could worsen due to additional building height. These topics include wind and shadow. All other features of the Block 1 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.

Accordingly, OCII, in consultation with the Planning Department, prepared the Addendum to the FEIS/EIR dated January 14, 2016 (see Exhibit B to accompanying Resolution No. 2 - 2016) focusing on wind and shadow, and, while not required by CEQA, included discussions of aesthetics and transportation. See Attachment D for a summary of the shadow study. The Addendum determined the Plan Amendment 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. The FEIS/EIR findings and statement of overriding considerations adopted in accordance with CEQA by the Former Agency Commission by Resolution No. 11-2005 dated January 25, 2005 were and remain adequate, accurate and objective. The FEIS/EIR, related CEQA documents, and visual analysis images were provided to the Commission on a compact disc included as Attachment E to this memorandum and are available for review at OCII's offices and at http://sfocii.org/transbay.

STAFF RECOMENDATION

Staff recommends that the Commission take the following actions:

- Approving the Report to the Board;
- Adopting CEQA findings and approving the Plan Amendment;
- Referring the Plan Amendment to the Planning Commission for its report and recommendation on the Plan Amendment and its conformance with the General Plan; and
- Recommending the Plan Amendment to the Board of Supervisors for adoption.

NEXT STEPS

Per the CRL, upon approval by the Commission and referral of the Plan Amendment to the Planning Commission for its report and recommendation, the Board of Supervisors must approve the Plan Amendment. Staff anticipates the ordinance approving the Plan Amendment will be introduced in late January, with final Board of Supervisors consideration and approval in Spring of 2016.

Staff anticipates returning to the Commission in Spring of 2016 for approval of an Owner Participation/Disposition and Development Agreement, schematic design, consistent with the requirements of the Redevelopment Plan as anticipated to be amended, and amendments to the Development Controls.

(Originated by Marie Munson, Senior Development Specialist, and José Campos, Manager of Planning & Design Review)

Tiffany Bohee
Executive Director

Attachment A: Map of Transbay Redevelopment Project Area
Attachment B: Term Sheet for Block 1 Project
Attachment C: Urban Design Analysis
Attachment D: Summary of Shadow Study
Attachment E: Compact Disc with the following project documents:

CEQA Documents:

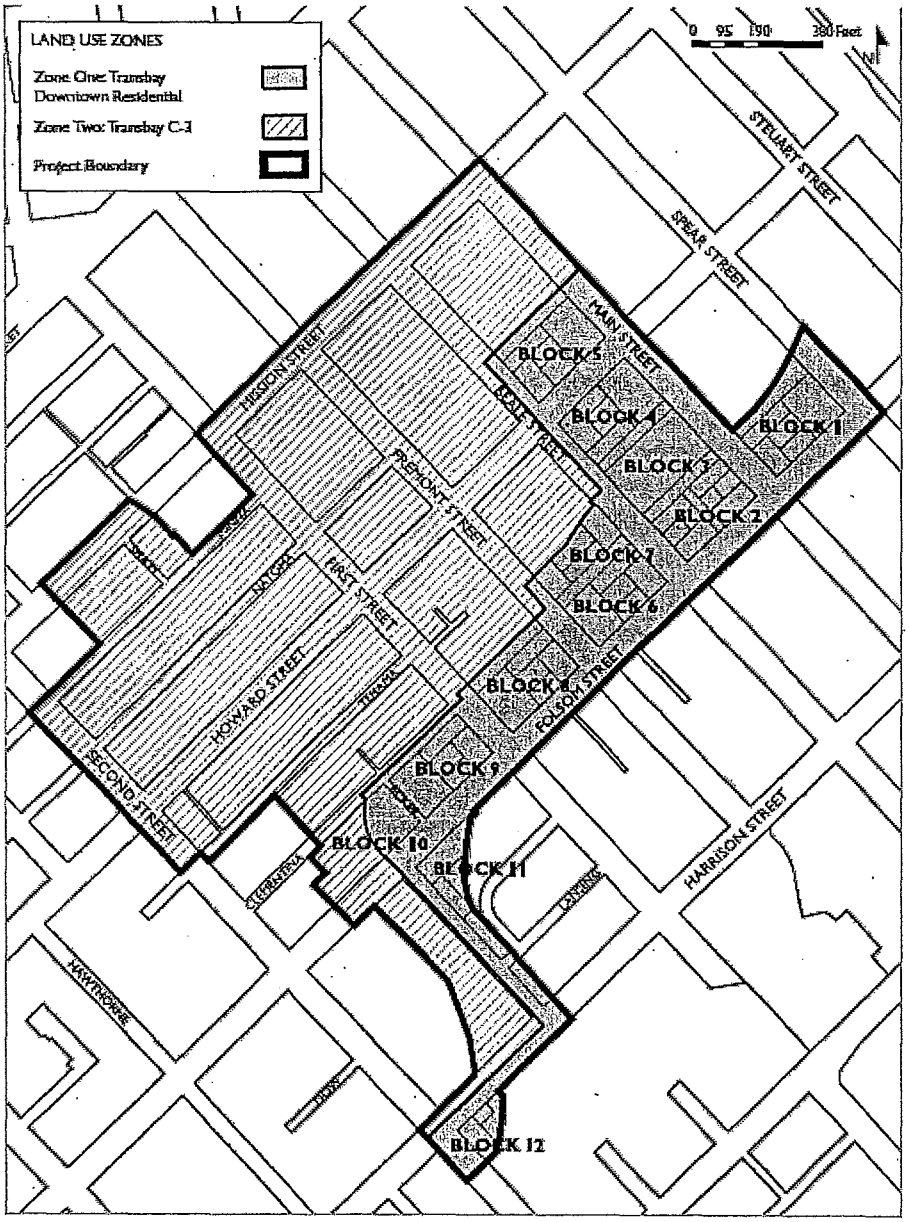
- Evaluation of Shadow Impacts for 160 Folsom Street/Transbay Block 1, October 14, 2015
- Potential Wind Conditions –Transbay Redevelopment Area, Block 1 – 160 Folsom Street, April 9, 2015
- Transbay Block 1 Transportation Assessment, Results of Preliminary Transportation Significance Evaluation (Updated), August 11, 2015
- Transbay Block 1 Transportation Assessment, Site Access and Circulation Review, October 13, 2015
- Final Environmental Impact Statement/Environmental Impact Report ("FEIS/EIR") for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project

Visual Analysis Images:

- Area Height Map
- Vistas Impact
- Background Study Vistas Impact
- Pedestrian Impact

Attachment A

Map of Transbay Redevelopment Project Area



Attachment B
Transbay Block 1 Term Sheet

Site:

The site is located on Folsom Street between Main and Spear Streets and is comprised of an OCII-owned parcel (Assessor's Block 3740, Lot 027) and four private parcels (Assessor's Block 3740, Lots 029, 030, 031, and 032) owned by Block One Property Holder, L.P., a Tishman Speyer affiliate (Developer).

The total size of the site is 53,622 square feet. Of this, 33,782 square feet (63%) is owned by OCII, and the balance of 19,840 square feet (37%) is owned by the Developer.

Proposed Project:

The proposed project is a combined affordable and market-rate homeownership project consisting of a 400-foot for-sale residential tower (39 stories) on the east side of Block 1, two residential podium buildings between 65 and 85 feet tall on the south and west sides of Block 1, townhouses bordering Clementina Street to the north, a shared underground parking facility, and 9,126 square feet of retail on the ground floor.

Overall Project Affordability:

The proposed project consists of 391 for-sale units. Of those 391 units, 235 units are market-rate and 156 are affordable to moderate income households, resulting in an overall project affordability level of 40%.

Unit Mix:

Unit Type	Tower Units	Podium Units	Total Units
Market-rate Units	235	0	235
BMR Units	80	76	156
Total Units	315	76	391

The market-rate units consist of one, two and three bedrooms units ranging in size from 654 -1,578 square feet. The BMR units consist of one, two, and three bedrooms and range in size from 584 -1,382 square feet.

Location of the BMR Units:

100% of the 76 units in the Podium are BMR units. The 80 Tower BMR units are interspersed in the Townhomes and up to Level 26 of the Tower.

Affordability Level of BMR Units:

	% Area Median Income	No. of Units
Podium	80%	25
	90%	26
	100%	25
	Total BMR Units	76
Tower/Townhomes	100%	50
	120%	30
	Total BMR Units	80

Land Price / OCII Subsidy:	The land price is $19.2 M for the OCII-owned parcel. Under the ENA, the parties agreed that the developer would pay the land price in cash at close of escrow and OCII, in turn, would provide a subsidy of $275,000 per unit for each of the 76 BMR units in the Podium (for a total subsidy of $20.9 M). Instead, the developer will construct these 76 units without a subsidy from OCII. The construction of these units will constitute payment of the land price (a net savings of $1.7 M to OCII).
Homeowner's Association (HOA) Dues:	Projected HOA dues for the BMR units are $500 - $750 per unit/month. For any of the BMR units at 80% of Area Media Income with HOA dues above $850 per month at unit closing, the developer will set aside an amount to cover excess HOA dues (i.e.: projected HOA dues above $850 per month, assuming 3% escalation after year 1, for 7.5 years).
Project Amenities:	All residents will have equal access to the amenities, which will include: • Outdoor courtyard on Level 2 of Podium; • Roof garden at Level 5 (roof of townhomes); • Shared access to lobby attendant; and • 5th floor lounge area in Tower.
Parking:	The shared underground parking garage will provide three underground levels of parking with 334 spaces plus 6 car share stalls, 10 electric vehicle charging stations, and 150 bicycle parking spaces. The parking ratio in the Tower (for both market-rate and BMR units) is 1:1. The parking ratio in the Podium is 1:4.
Transportation Sustainability Fee:	Per City requirements, developer will pay 50% of the Transportation Sustainability Fee.

Attachment C

Urban Design Analysis

Staff conducted an urban design analysis of an increase in height of the Block 1 tower from 300 feet to 400 feet. This assessment, which was separate from the shadow study, considered the effects a taller tower would have on the image of the city as experienced from afar; that is, the shape of the city skyline as seen from various important public vista points. The assessment also evaluated the impact a taller tower would have on the urban environment as perceived by a pedestrian walking within the Transbay neighborhood.

The San Francisco General Plan's Urban Design Element lists as a principle the need to evaluate "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."

Staff conducted visual analyses of the impact of a 400-foot-tall tower on major vista points looking towards the Block 1 project site from the east, west, north and south. These vista points were located on Yerba Buena Island, Treasure Island, the San Francisco-Oakland Bay Bridge, Telegraph Hill, Twin Peaks, Corona Heights, Dolores Park, Bernal Heights Park, Potrero Hill and the Central Waterfront at Pier 70. The 400-foot-tall tower was not visible or barely visible from many of these vantage points. The images attached are those that demonstrate the effect the Block 1 tower would have on vista points that present the most impactful views of the building. These include vistas from Yerba Buena Island and Treasure Island and from the San Francisco-Oakland Bay Bridge on the approach to San Francisco. In addition, this analysis includes visualization images that show the impact of the 400-foot-tall tower versus a 300-foot-tall tower as experienced by pedestrians on Folsom Boulevard, as proposed, and on the existing waterfront walkways along nearby Rincon Park.

This assessment considered the perspectives on the skyline as well as within the pedestrian environment while comparing a 300-foot-tall tower with a 400-foot-tall tower. It included simulations of surrounding proposed projects yet to be built or currently under construction to effectively demonstrate the final result of the San Francisco urban landscape as expressed by the build-out of the Transbay, Rincon Hill and Transit Center District skylines.

The proposed 400-foot height matches the height of towers constructed within the immediate vicinity of Block 1, which are also at 400-feet, including one tower within the Infinity project, located across Folsom Street from Block 1. The 400-foot Infinity tower is located slightly closer to the waterfront and Rincon Park than the proposed Block 1 tower.

As the sole tower on Block 1, the proposal provides ample tower separation from nearby towers. In consideration of building heights within the districts to the north, west and south of Block 1, which include approved height ranges between approximately 400 and 1000 feet, the project's 400-foot height will blend appropriately into the San Francisco skyline as planned.
As seen and experienced from the Embarcadero waterfront and from Rincon Park, the proposed tower sits behind the block containing the Gap Building at Folsom Street between Spear Street and the Embarcadero.

The Gap Building's architecture provides a tower element height of approximately 289 feet, situated above an approximately 240-foot-tall office tower over a podium base height of approximately 90 feet. The Gap Building's architecture results in an aesthetically-pleasing stepping-down of the skyline from the proposed 400-foot-tall Block 1 tower to the waterfront as seen from nearby and from afar. At 300-feet in height, the Block 1 tower would not be visible from much of the walkway along the Embarcadero at Rincon Park, as it would be hidden behind the Gap Building. At 400 feet in height it provides a crown behind the Gap Building. The Gap Building functions as a frame to Rincon Park and to the waterfront since it is located at the edge of the City. Buildings constructed or approved for construction along the waterfront and adjacent to the Gap Building are consistent in height with the Gap Building; that is, over 200 feet in height. These heights result in a the tapering of the built environment to the water, and would be a consistent application of this principle for the downtown's waterfront edge in alignment with San Francisco General Plan's Urban Design Element.

Given the context of current and future towers in the vicinity of Block 1, this urban design analysis demonstrates an optimal height for the Block 1 tower at around 400 feet. The 400-foot tower on the site complements the shape of the skyline, when viewed from afar, tying together the series of towers on Rincon Hill with the taller towers planned near the Transbay Transit Center and those north of Market Street. This height would continue to provide a stepping down from higher tower heights, such as the 1,070 foot-Salesforce Tower; the 550-foot Park Tower on Transbay Block 5; and the 550-foot tower on Transbay Block 8.

In addition to the analysis of the placement of a 400-foot tall tower on Block 1 within the surrounding skyline, a 400-foot tall tower on Block 1 with the same restricted floor plate size, as required by the Development Controls, provides the opportunity for a visually more slender and elegant architectural design of the structure itself. As shown in the images attached, a 400-foot tower on Block 1 compared to a 300-foot tower on the same site presents a potential improvement in the visual impact of the tower as the taller height emphasizes the verticality in its design, when viewed from adjacent areas, such as the Embarcadero. The proposed tower floorplate is continuously modulated by up to 6 feet to achieve what can be called the "migrating bay" effect. This articulation creates a graceful diagonal spiral that draws the viewer's eye upwards making the tower appear more slender. The eye is encouraged to read this upward

movement rather than focus on the heavy mass of a simple extruded tower design. The increase in height from 300' to 400' allows each "migrating bay" sequence to increase to 10 floors tall. This stretching of the sequence produces a more vertical and dynamic spiral reading.

Attachment D

Summary of Shadow Study

As part of the Addendum, a study was conducted that analyzed potential shadow impacts generated by the proposed development on Block 1 onto six nearby publicly-accessible parks as a percentage of theoretically available annual sunlight ("TAAS") consumed.[1] The shadow analysis included a 300-foot-tall tower and a 400-foot-tall tower scenario for the Block 1 site, in order to measure the difference in shadow that would be caused by the proposed tower height change from the previously approved 300 feet to the proposed 400 feet. All other features of the project (townhouse and podium buildings) would fit within the massing envelope as dictated by the Development Controls and Design Guidelines of the Transbay Redevelopment Project. Reasonably foreseeable development projects were included in the analysis of cumulative shadow conditions, including forthcoming Transit Center District Plan and other Redevelopment Plan projects. Projects that would subsume (lessen) shadow cast by the Block 1 development were not included in the cumulative analysis unless they were already substantially under construction and completion was imminent.

The shadow analysis found that the Block 1 development would not cast shadow on any parks or open spaces subject to Section 295 of the San Francisco Planning Code.[2] Other public parks and open spaces not subject to Section 295 were still evaluated for potential impacts. The shadow analysis was conducted utilizing the methodology prescribed in Section 295 and found that the Block 1 development could cast new shadow on the following parks and open spaces:

- Rincon Park – located along the Embarcadero at Folsom Street
- Transbay Park (future)[3] – bounded by Beale, Clementina, Main, and Tehama Streets
- Spear Street Terrace – located on Spear Street south of Howard Street
- Howard/Fremont Plaza – located near Howard and Fremont Streets
- Main Street Plaza – located near Howard and Main Streets
- Transbay Terminal Park (future) – on the roof of the new Transbay Terminal

Table 1 below shows the amount of new shadow the proposed 100 foot height increase would add to each park or open space. The additional shading at each park and open space caused by the proposed tower height increase from 300 feet to 400 feet would be less than one half of one percent (0.5%) of the TAAS (ranging from 0.00% to 0.49% of TAAS).

Table 2 shows how much shadow the proposed 100-foot height increase would add on the days when shadows would be the largest, and how many more days per year shadow would occur at each park. As shown, the maximum shadow size at any park would grow by less than one percent due to the proposed height increase, and the additional shadow duration on the maximum days would range from 18 to 45 minutes.

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[1] TAAS is a measure of the square-foot-hours 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.

[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.

[3] Future parks were included in an effort to provide a conservative analysis, though shadow impacts on future parks are not typically considered significant.

Table 1: Comparison of the Proposed Project's Shadow Impacts on Theoretically Available Annual Sunlight (TAAS) Due to Height Increase from 300 Feet to 400 Feet

	Rincon Park	Transbay Park (future)	Spear Street Terrace	Howard/Fremont Plaza	Main Street Plaza	Transbay Terminal Park (future)
Existing Conditions						
Size (acres)	3.23	1.31	0.73	0.20	0.11	3.97
Shadow due to Existing Structures	23.51%	30.22%	75.36%	70.57%	61.43%	26.32%
Existing Conditions Plus Proposed Project						
Potential Shadow Added by 300' Tower (already covered by EIS/EIR)	0.39%	2.37%	0.94%	0.10%	0.10%	0.003%
Potential Shadow Added by 400' Tower (modified project)	0.72%	2.42%	1.43%	0.22%	0.29%	0.026%
New Shadow due to Height Increase from 300' to 400' (shadow due to modification)	**0.33%**	**0.03%**	**0.49%**	**0.12%**	**0.19%**	**0.02%**
Cumulative Conditions Plus Proposed Project						
Potential Shadow Added by 300' Tower and Cumulative Projects (already covered by EIS/EIR)	2.09%	12.57%	1.23%	11.50%	5.75%	20.21%
Potential Shadow Added by 400' Tower and Cumulative Projects (modified project)	2.42%	12.62%	1.72%	11.62%	5.94%	20.21%
New Shadow due to Height Increase from 300' to 400' (shadow due to modification)	**0.33%**	**0.05%**	**0.49%**	**0.12%**	**0.19%**	**0.00%**

All shadow amounts are shown as a percentage of TAAS.

Table 2: Additional Shadow Size and Duration at Periods of Maximum Shadow Due to Height Increase from 300 Feet to 400 Feet

	Rincon Park	Transbay Park (Future)	Spear Street Terrace	Howard/ Fremont Plaza	Main Street Plaza	Transbay Terminal Park (Future)
Additional Days Per Year When New Shadow Would Occur (Any Size)	28	None	28	43	None	70
Day(s) of Maximum Shadow	Feb 23 & Oct 18	June 21	Feb 23 & Oct 18	May 10 & Aug 2	May 10 & Aug 2	Apr 5 & Sep 6
Additional Percentage of Park/Open Space Square Footage Shaded on Day of Maximum Shadow	0.65%	0.28%	0.75%	0.30%	0.41%	0.21%
Additional Duration of Shadow on Day of Maximum Shadow	45 mins	18 mins	18 mins	18 mins	44 mins	18 mins

Qualitative descriptions of the areas that would be shaded by the proposed tower height increase from 300 feet to 400 feet (shadow cast by the portion of the proposed building between the 300-foot and 400-foot levels) are provided below:

- Rincon Park: New shading from the proposed height increase on Rincon Park would occur on a small portion of the San Francisco Bay Trail near the center of the park, during mid- to late-afternoon. The proposed height increase would result in some new shadow for 28 days of the year. The new shadow would last approximately 45 minutes on days when shadows would be the largest, between February 23rd and October 18th. Based on park use observations, usage was varied throughout the day with mornings and afternoons having less activity than midday periods.
- Transbay Park (Future): New shading from the proposed height increase would occur in early-morning in July, August, and early May, and would depart the park before 10 am. Due to the dense pattern of tree planting proposed along the park's periphery, the perceived impact of new shading may be somewhat diminished. As Transbay Park has not yet been constructed, no park usage observations could be conducted. The proposed 100-foot height increase would result in approximately 18 minutes of additional shade duration on the summer solstice, when shadows would be the largest.
- Spear Street Terrace: New shading from the proposed height increase on Spear Street Terrace would fall primarily in the northeast corner of the open space during mid- to late-afternoon between August and May. The proposed 100-foot height increase would result in some new shadow for 28 days of the year. The new shadow would last approximately 18 minutes on days when shadows would be the largest, February 23rd and October 18th. Use observations revealed that the number of users during a given 30-minute period ranged from zero on the weekend to 28 during weekday midday periods. On weekdays, visitors were observed using seating areas to eat and make phone calls.

- Howard/Fremont Plaza: New shading from the proposed height increase would primarily shade the eastern part of the plaza during morning hours. The proposed 100-foot height increase would result in some new shadow for 43 days of the year. The new shadow would last approximately 18 minutes on days when the shadows would be the largest, May 10th and August 2nd. Plaza use observations revealed that the number of users during a given 30-minute period ranged from zero on the weekend to 20 during weekday midday periods. Visitors on weekdays tended to use the plaza as informal meeting space. No visitors were present during weekend observation times.
- Main Street Plaza: New shading from the proposed height increase would shade the southeast corner of the plaza during morning hours. The proposed 100-foot height increase would result in approximately 44 minutes of additional shade duration on days when shadows would be the largest, May 10th and August 2nd. Plaza use observations revealed that the number of users during a given 30-minute period ranged from zero on the weekend to 44 during weekday midday periods. Visitors were observed using the plaza as a place to rest or eat lunch.
- Transbay Terminal Park (Future): The areas affected by new shadow from the proposed height increase would be at the eastern end of the park and a portion of the central park during early morning in the spring and fall. Less than five percent of the park area would be shaded at the time of maximum impacts. The proposed 100-foot height increase would result in some new shadow for 70 days of the year. The new shadow would last approximately 18 minutes on days when shadows would be the largest – April 5th and September 6th. Though plans for the park are not finalized, the shaded area would likely contain benches, pathways, or passive recreation features. As Transbay Terminal Park has not yet been constructed, no park usage observations could be conducted.

The new shadow created by the proposed 100-foot height increase would consume less than one-half of one percent of TAAS at any of the six affected parks and open spaces. On the day(s) of maximum shading, less than one percent of each park's square footage would receive additional shading at the time when shadows are the largest. Shadows (of any size) would last from 18 to 45 minutes longer on the day of maximum shading, and the increase in shadow duration would be smaller on other days of the year. 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 increase from 300 to 400 feet would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.

Exhibit B- Resolution 2-2016 for the Commission On Community Investment and Infrastructure including the Addendum to Environmental Impact Report

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 2 – 2016
Adopted January 19, 2016

ADOPTING ENVIRONMENTAL REVIEW FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING THE AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE TRANSBAY REDEVELOPMENT PROJECT AREA TO AREA TO INCREASE THE MAXIMUM HEIGHT LIMIT FROM 300 FEET TO 400 FEET ON BLOCK 1 OF ZONE ONE OF THE TRANSBAY REDEVELOPMENT PROJECT AREA, REFERRING THE REDEVELOPMENT PLAN AMENDMENT TO THE PLANNING COMMISSION FOR ITS REPORT AND RECOMMENDATION ON THE REDEVELOPMENT PLAN AMENDMENT AND ITS CONFORMANCE WITH THE GENERAL PLAN, AND RECOMMENDING THE REDEVELOPMENT PLAN AMENDMENT TO THE BOARD OF SUPERVISORS FOR APPROVAL; TRANSBAY REDEVELOPMENT PROJECT AREA

WHEREAS, 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 ("Successor Agency" or "OCII"), proposes to adopt an amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area that would increase the maximum height limit from 300 feet to 400 feet on Block 1 of Zone One of the Transbay Redevelopment Project Area ("Plan Amendment", see Exhibit A); 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) ("Redevelopment Plan"); and,

WHEREAS, Under state and local law, the Successor Agency Commission, commonly known as the Commission on Community Investment and Infrastructure ("Commission"), has the authority to (i) implement, modify, enforce and complete the Former Redevelopment 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. See California Health and Safety Code Section 39170 et seq and San Francisco Ordinance No. 215-12 (October 4, 2012); and,

WHEREAS, The authority of the Commission, includes authority to grant approvals under specified land use controls for the Transbay Redevelopment Project Area ("Project Area") consistent with the approved Redevelopment Plan and enforceable obligations, including amending the Redevelopment Plan as allowed under the California Community Redevelopment Law (Health and Safety Code Section 33000 et seq.)

("CRL"); 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 Development Controls and Design Guidelines for the Transbay Project ("Development Controls") define the land uses, and Zone Two, in which the San Francisco Planning Code applies. Zone One is intended to be developed with predominantly residential uses; and,

WHEREAS, The Redevelopment Plan specifies the land use of Block 1 as Transbay Downtown Residential and provides for a maximum height limit of 300 feet. The Development Controls also specify a Block 1 maximum height limit of 300 feet for a residential tower on a portion of the site; and,

WHEREAS, Block 1 is an approximately 54,098-square-foot site located on Folsom Street between Main and Spear Streets in Zone One of the Project Area. It is comprised of Assessor's Block 3740, Lots 027, 029, 030, 031, and 032. Lot 027 (approximately 34,133 square feet) is owned by OCII; the balance of the properties (approximately 19,965 square feet) is held by Block One Property Holder, L.P., an affiliate of Tishman Speyer ("Developer"); and,

WHEREAS, On November 18, 2014, the Commission authorized an Exclusive Negotiations Agreement (the "ENA") with the Developer for (a) the sale to the Developer of the portion of Block 1 owned by OCII (Block 3470, Lot 027) and (b) the development of a combined affordable and market rate homeownership project consisting of a residential tower, two residential podium buildings, and townhouses surrounding open space on Block 1. The ENA contemplates two project alternatives: one with a tower height of 300 feet, as allowed under the Redevelopment Plan, and a second with a tower height of 400 feet, that would require the Plan Amendment; 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 400-foot tower on the Block 1 site would complement the downtown skyline and allow for a more elegant design. In addition, the current 400-foot development proposal for the site would provide approximately 73 additional housing units on Block 1, for a total of 391 units. Under this proposal, 156 (40%) of the units would be affordable to moderate income households. The 300-foot development proposal for Block 1 would provide approximately 318 total residential units, of which 112 (35%) would be affordable to moderate income households. The Plan Amendment would make no other substantial change in the authorized land uses under the Redevelopment Plan; 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 Section 33352 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. 1-2016; and,

WHEREAS, On January 19, 2016, 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, The Board of Supervisors affirmed, by Motion No. 04-67 (June 15, 2004), the certification under the California Environmental Quality Act ("CEQA") of the Final Environmental Impact Statement/Environmental Impact Report ("FEIS/EIR") 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 adopted in accordance with CEQA. Subsequent to the adoption of the FEIS/EIR and the findings, seven addenda to the FEIS/EIR have been approved and incorporated into the FEIS/EIR by reference. 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, OCII, as the lead agency, has prepared, in consultation with the San Francisco Planning Department, an eighth addendum to the FEIS/EIR dated January 14, 2016 ("Addendum", see Exhibit B) to evaluate the increase in maximum height limit for Block 1 allowed by the Plan Amendment. The Addendum assesses whether the modified project is within the scope of the FEIS/EIR and whether additional environmental review would be required; and,

WHEREAS, Under the Plan Amendment, the only substantive modification to the proposed project that was not previously studied in the EIS/EIR would be the proposed tower height limit change from 300 feet to 400 feet. Therefore, the only CEQA topics requiring additional evaluation are those for which impacts could worsen due to additional building height. These topics include wind, and shadow. All other features of the

Block 1 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; and

WHEREAS, Based on the Addendum's analyses, OCII determined that the Plan Amendment would not cause new significant impacts not identified in the FEIS/EIR and would not cause significant impacts previously identified and analyzed 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 Plan Amendment will not trigger the need for subsequent environmental review pursuant to California Public Resources Code section 21166 and sections 15162 and 15163 of the CEQA Guidelines, and the analyses conducted and the conclusions reached in the FEIS/EIR certified on April 22, 2004 remain valid and no supplemental environmental review is required beyond this Addendum; and,

WHEREAS, The FEIS/EIR findings and statement of overriding considerations adopted in accordance with CEQA by the Former Agency Commission by Resolution No. 11-2005 dated January 25, 2005 were and remain adequate, accurate and objective and are incorporated herein by reference as applicable; and,

WHEREAS, OCII staff has reviewed the Plan Amendment, and finds it acceptable and recommends approval thereof; now, therefore, be it

RESOLVED, That the Commission finds and determines that the Plan Amendment is within the scope of the project analyzed by the FEIS/EIR and the Addendum; 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 and recommends the Plan Amendment to the Board of Supervisors for its approval.

EXHIBIT A: Plan Amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area (Existing Redevelopment Plan available at www.sfocii.org)

EXHIBIT B: Eighth Addendum to the FEIS/EIR

I hereby certify that the foregoing resolution was adopted by the Successor Agency Commission at its meeting of January 19, 2016.

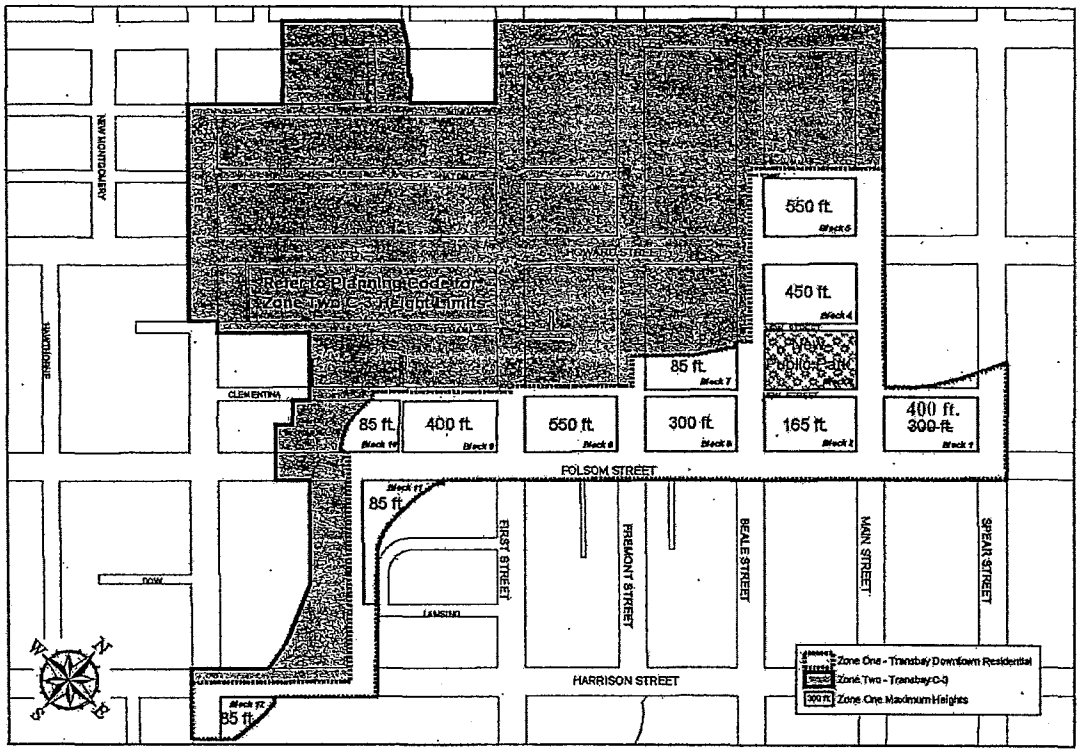
Commission Secretary

EXHIBIT A

Plan Amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area

Transbay Redevelopment Plan, p. 40

Exhibit 4: Zone One Plan Map



SF RA **Exhibit 4: Zone One Plan Map**

Transbay Redevelopment Project Area

OCII
office of
COMMUNITY INVESTMENT
and INFRASTRUCTURE

Addendum to Environmental Impact Report

Addendum Date:	January 14, 2016
Case No.	**2014-000953GEN**
Project Title:	**Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project – Block 1 (100-160 Folsom Street/289 Main Street)**
EIR: Case No. 20	00.048E, State Clearinghouse No. 95063004, certified April 22, 2004
Project Sponsor:	Andre Krause, Tishman Speyer – (415) 344-6210 akrause@tishmanspeyer.com Shane Hart, OCII – (415) 749-2510 shane.hart@sfgov.org
Staff Contact:	Kansai Uchida, San Francisco Planning Department – (415) 575-9048 kansai.uchida@sfgov.org

REMARKS

The San Francisco Office of Community Investment and Infrastructure (OCII), also known as the Successor Agency to the Redevelopment Agency of the City and County of San Francisco, proposes an amendment to the Transbay Redevelopment Plan to increase the maximum height from 300 feet to 400 feet on the Transbay Block 1 site, which consists of lots 027, 029, 030, 031, and 032 on Assessor's block 3740, located at 100-160 Folsom Street and 289 Main Street in the Transbay Redevelopment Project Area (the "Proposed Plan Amendment"). Also, OCII owns Lot 27, a 33,782 square foot parcel, and seeks to develop, with the private owner of the adjacent lots, approximately 391 residential units (40 percent of which will be permanently affordable units) in a tower and podium building by means of an Owner Participation/Development and Disposition Agreement ("OP/DDA"). As described below, the proposed project qualifies as a residential project on an infill site within a transit priority area under Section 21099 (d) (1) of the California Public Resources Code and is hereinafter referred to as the "Proposed Project" or the "Block 1 Transit-Oriented Infill Project." The project site is bounded by Main Street to the west, Folsom Street to the south, Spear Street to the east, and an existing office building (221 Main Street) to the north, and is located across Main Street from the Temporary Transbay Terminal, and approximately one-and-one-half blocks north of the Bay Bridge (Interstate 80). Curb cuts are present along all three of the site's street frontages (Main, Folsom, and Spear Streets), and a Muni bus stop is proposed in front of the project site on Main Street. The site measures approximately 53,876 square feet (sf) in area, and is currently occupied by parking lots and two single-story commercial buildings serving as offices for nearby construction projects. The site consists of one publicly-owned lot (lot 027 on Assessor's block 3740), a remnant of the former Embarcadero Freeway right-of-way owned by OCII, which is to be merged with four adjacent lots (lots 029, 030, 031 and 032 of Assessor's block 3740), owned by Tishman Speyer, to effectuate the joint

development of Block 1.

The Proposed Project includes demolition of all existing structures on the project site and construction of a new 559,030-sf building containing 391 dwelling units (116 one-bedroom units, 220 two-bedroom units, 37 three-bedroom units, and 18 penthouse units), 9,126 sf of ground floor retail space, 334 off-street parking spaces located underground within three basement levels accessed from a ramp off Spear Street, 150 bicycle parking spaces and two loading spaces, and a 22,297 sf of open space including a roof deck, courtyards and residential porches and balconies. Clementina Street would be extended through the project site to provide loading and bicycle access, with connections to Main and Spear Streets. The tallest part of the Proposed Project, the tower section, located at the eastern (Spear Street) side of the site, would measure approximately 400 feet in height (39 stories), with rooftop mechanical enclosures and circulation penthouses reaching up to approximately 425 feet in height. The western portion of the site would contain a podium building ranging in height from approximately 50 feet at the northern (Clementina Street) edge of the site to approximately 85 feet at the western (Main Street) edge of the site. The central core of the site would contain open space, surrounded by the tower and podium buildings. At the ground floor, the Main, Folsom, and Spear Street frontages would contain retail space and residential lobbies. The Clementina Street frontage would contain residential townhouse units and access to mechanical utility rooms.

The Proposed Project qualifies as a transit-oriented infill project under Section 21099 of the California Public Resources Code because it meets the definition of a project on an "infill site" in a "transit priority area." The Block 1 Transit-Oriented Infill Project is located within a fully urbanized area of the South of Market neighborhood. The site is within three blocks of the multimodal Transbay Transit Center, currently under construction and funded by a locally-administered State Transportation Improvement Program. It is also located one block from the Folsom Street and The Embarcadero Station of the Muni Metro system, frequently serviced by the Muni N-Judah and Muni T-Third light rail lines.

Background

A Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project, 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").[1] The EIS/EIR Project consisted of: 1) proposed alternative designs

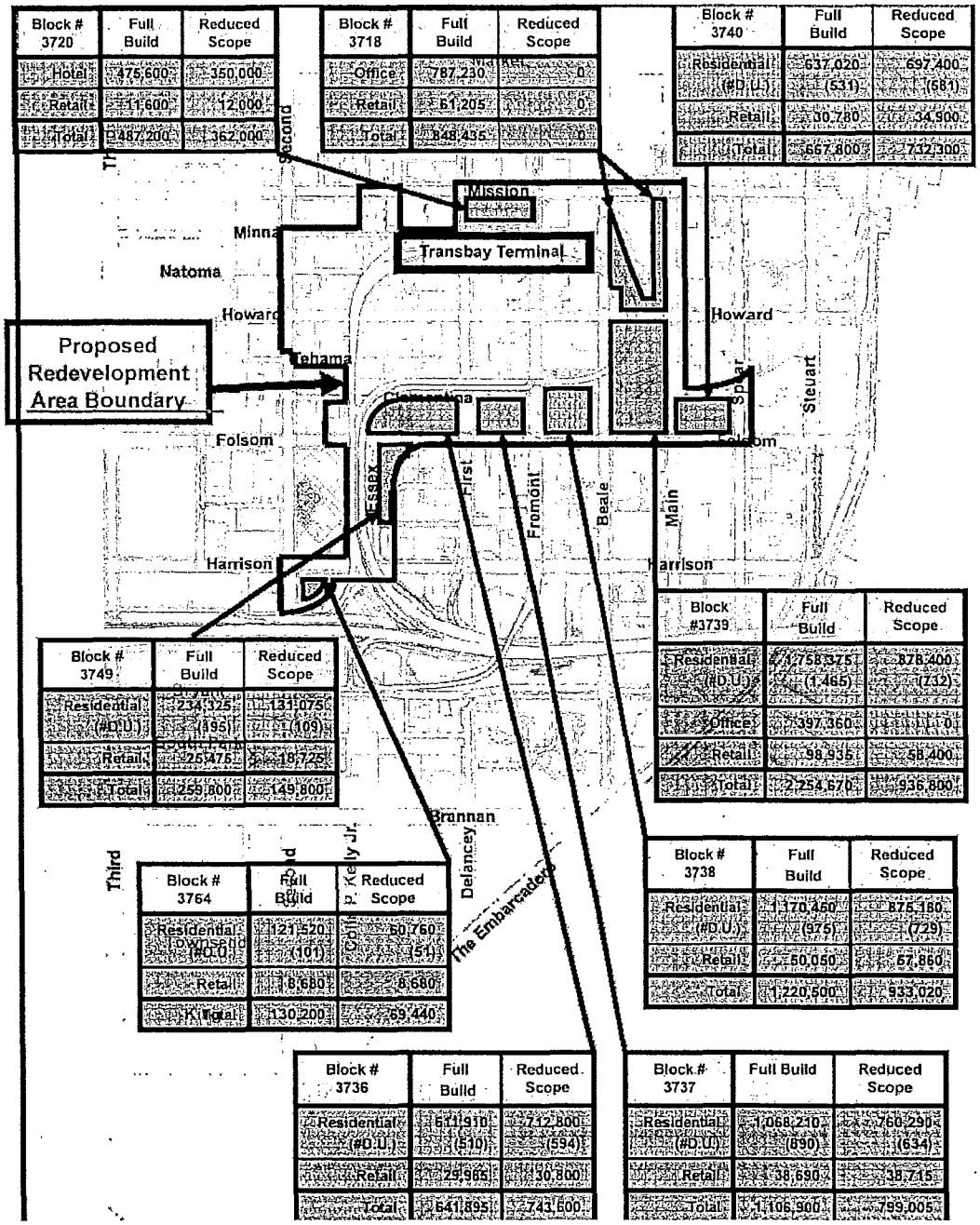
[1] U.S. Department of Transportation Federal Transit Administration and the City and County of San Francisco, Peninsula Corridor Joint Powers Board and San Francisco Redevelopment Agency, *Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report and Section 4(f) Evaluation*, March 2004. This document is available for review upon request from the Planning Department, 1650 Mission Street, Suite 400 as part of Case Number 2000.048E.

for the new Transbay Terminal, 2) the underground extension of the Caltrain commuter rail system 1.3 miles from its current terminus at 4th and King Streets into Downtown San Francisco, and 3) several land use redevelopment alternatives as part of the Transbay Redevelopment Plan. The Transbay Redevelopment Plan sets forth land use and zoning standards and public street and streetscape improvements on blocks to the south of the Transbay Terminal and would provide additional office, retail/hotel, and residential (including affordable housing) development in the Plan area. OCII, as the Successor Agency to the Redevelopment Agency of the City and County of San Francisco, under the Transbay Redevelopment Plan, has land use and California Environmental Quality Act (CEQA) review authority of the Transbay Redevelopment Project Area.

Development of lots 027, 029, 030, 031, and 032 on Assessor's block 3740 (the site of the Block 1 Transit-Oriented Infill Project, collectively referred to as "Block 1" for the purposes of the Transbay Redevelopment Plan), was included in the Transbay Redevelopment Plan and EIS/EIR analysis. The EIS/EIR analyzed development on Block 1 of up to 637,020 gsf of residential space (531 dwelling units) and 30,780 sf of retail space under the Full Build Alternative, and up to 697,400 gsf of residential space (581 dwelling units) and 34,900 gsf of retail space under the Reduced Scope Alternative.[2] The EIS/EIR studied the two alternatives as representations of the range of reasonable development that could occur, rather than specific development proposals. Figure 1 shows the location of the Block 1 (Assessor's Block 3740) in the Transbay Redevelopment Project Area and the development levels assumed for each of the redevelopment sites.

[2] The Reduced Scope Alternative includes less overall development throughout the Redevelopment Plan area than the Full Build Alternative. However, some individual sites, including Block 1, were anticipated to have more intensive development under the Reduced Scope Alternative than under the Full Build Alternative.

Figure 1: Development Levels Analyzed in the EIS/EIR[3]



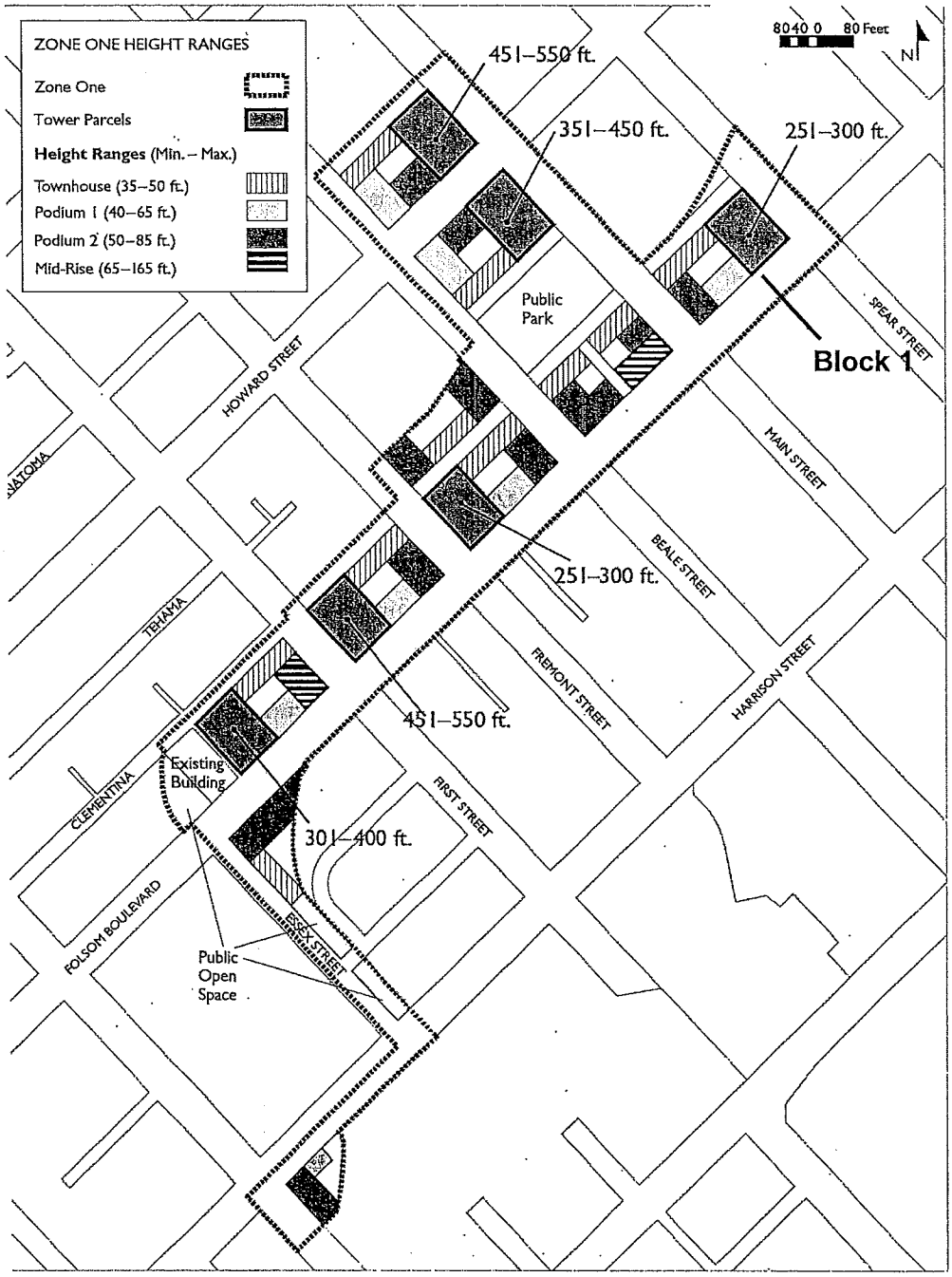
[3] This image is sourced from the EIR/EIS. The "Proposed Redevelopment Boundary" is the adopted Transbay Redevelopment Project Area.

As part of the Redevelopment Plan, the building height limit on the Block 1 site was changed from 200 feet to 300 feet.[4] The 300-foot height limit for Block 1 was included within the Draft Transbay Redevelopment Project Area Design for Development Vision released for public review in August 2003. This document was reviewed in connection with the Final EIS/EIR and determined not to introduce any new adverse impacts beyond those identified in the Draft EIS/EIR Full Build Alternative. (EIR/EIS Summary pg. S-10/Chapter 5, pg. 5-11). The *Development Controls and Design Guidelines* added further specificity to the proposed massing on the site, calling for townhomes up to 50 feet in height on the northwestern portion of the site, a podium up to 65 feet in height on the southern portion of the site, a podium up to 85 feet in height on the southwestern portion of the site, a tower up to 300 feet in height on the eastern portion of the site, and open space in the central core of the site.[5]

[4] San Francisco Redevelopment Agency, *Redevelopment Plan for the Transbay Redevelopment Project Area*, June 21, 2005. Available online at: http://sfocii.org/sites/default/files/ftp/uploadedfiles/Projects/TB%20Redevelopment%20Plan(2).pdf (Accessed December 7, 2015).

[5] San Francisco Redevelopment Agency, *Development Controls and Design Guidelines for the Transbay Redevelopment Project*, January 25, 2005. Available online at: http://sfocii.org/sites/default/files/ftp/uploadedfiles/Projects/TB%20Dev%20Controls%20&%20Design%20Guidelines.pdf (Accessed December 7, 2015).

Figure 2: Redevelopment Plan Height Limits Analyzed in the EIS/EIR



A minor discrepancy exists in the EIS/EIR regarding the height analyzed on the Block 1 site. Table 5.1-1 in the Redevelopment Land Use Impacts section indicates a 250-foot proposed height limit on the site. This table was based on an earlier version of the Draft Redevelopment Plan, and was included in the EIS/EIR in error. The actual height limit analyzed in the EIS/EIR for the Block 1 site was 300 feet, as confirmed by the Development Controls and Design Guidelines, the Urban Form Program[6] in Appendix F of the EIS/EIR, and by the shadow and wind analysis model.[7] All analysis and conclusions in the EIS/EIR were based on an assumption of a tower at least 300 feet in height at the eastern end of the Block 1 site with podium buildings up to 85 feet in height on other parts of the site.

The EIS/EIR characterized the anticipated development in the Redevelopment Area as transit-oriented land uses in the vicinity of the Transbay Terminal that would provide a mix of residential and commercial space. The land use plan studied in the EIS/EIR identified a development program for the Block 1 site consisting of primarily residential uses with ground floor retail and services.

Proposed Revisions to the EIS/EIR Project

The Block 1 Transit-Oriented Infill Project site differs from the development described in the EIS/EIR in that a 400-foot-tall tower is now proposed at the eastern edge of the Block 1 site instead of a previously-cleared 300-foot-tall tower. The non-tower components of the Proposed Project would conform to the existing Redevelopment Plan height and massing limits studied in the EIS/EIR. Despite the increased tower height, the currently-proposed land use program would be smaller and would consist of 140 fewer dwelling units and less square footage than the Full Build Alternative program studied in the EIS/EIR, despite the increased tower height. Table 1, below, compares the Proposed Project to the assumptions studied for the EIS/EIR Project.

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[6] The Block 1 site is referred to as "Block 9" in the Urban Form Program, Appendix F of the EIS/EIR.

[7] Environmental Science Associates, *Transbay Redevelopment Plan EIR: Building Heights Analyzed in Shadow and Wind Analysis for Block 1*, October 28, 2015, on the basis of files developed in conjunction with the original EIR analysis, circa 2000. In an effort to provide a conservative analysis, the shadow and wind model assumed two towers on the Block 1 site: a 350-foot-tall tower at the eastern edge of the site and a 400-foot-tall tower at the western edge of the site. A single-tower, 300-foot-tall height limit was ultimately approved as part of the Redevelopment Plan.

Table 1: Comparison of the Proposed Project to the Redevelopment Plan Program for Block 1

Project Feature	Redevelopment Plan and EIS/EIR Full Build Alternative[8]	Proposed Project
Demolition	All Existing Buildings and Parking Lots on Site	All Existing Buildings and Parking Lots on Site
Total Square Footage	Up to 667,800 gsf	559,030 gsf
Land Use Types	Residential, Retail	Residential, Retail
Number of Residential Units	Up to 531 units	391 units
Retail Square Footage	Up to 30,780 gsf	9,126 gsf
Tower Height – Eastern Portion of the Site	Up to 300 feet	400 feet*
Podium Height – Northwestern Portion of the Site	Up to 50 feet (Townhomes)	48 feet (Townhomes)
Podium Height – Southern Portion of the Site	Up to 65 feet	65 feet
Podium Height – Southwestern Portion of the Site	Up to 85 feet	85 feet
Central Core of the Site	Open Space	Open Space

* indicates nonconformance with the Redevelopment Plan and the EIS/EIR analysis

As shown in Table 1, 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 tower height. At 400 feet tall, the Proposed Project's tower would be 100 feet taller than the 300-foot height limit established in the Redevelopment Plan and analyzed in the EIS/EIR. OCII is therefore seeking an amendment to the Redevelopment Plan. Subsequently, OCII will seek an amendment to the Development Controls and Design Guidelines to increase the height limit on the Block 1 site from 300 feet to 400 feet and the approval of an OP/DDA and Schematic Design of the Block 1 Transit-Oriented Infill Project.

[8] The Reduced Scope Alternative includes less overall development throughout the Redevelopment Plan area than the Full Build Alternative. However, some individual sites, including Block 1, were anticipated to have more intensive development under the Reduced Scope Alternative than under the Full Build Alternative. The Full Build Alternative land use program for Block 1 is used in this table in an effort to provide a conservative analysis, as any proposed project on the Block 1 site that is consistent with the Full Build Alternative would also be consistent with the Reduced Scope Alternative.

Analysis of Potential Environmental Effects

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

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

As discussed in the "Proposed Revisions to the Project" section above, the only substantive modification to the proposed project that was not previously studied in the EIS/EIR is the proposed tower height limit change from 300 feet to 400 feet. Moreover, as a Transit-Oriented Infill Project, neither aesthetic nor parking impacts are considered significant impacts on the environment. Therefore, the only CEQA topics requiring additional evaluation are those for which impacts could worsen due to additional building height. These topics include wind and shadow. These two CEQA topics, in addition to aesthetics and transportation, are discussed in further detail in the subsections below. Although the Proposed Project would not generate more trips than anticipated in the EIS/EIR, transportation is analyzed in further detail to allow full discussion of design-specific site circulation issues.

All other features of the Proposed Project, including demolition, land use types, building square footage, retail square footage, and number of dwelling units, would be consistent with the maximum development for Block 1 analyzed in the EIS/EIR. CEQA topics that are evaluated based on those features would not require further analysis because no new or more severe significant impacts beyond those studied in the EIS/EIR could occur and no new mitigation measures would be required. Therefore, the Proposed Project revisions require no further analysis of the following CEQA topics:

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

Prior addenda to the EIS/EIR have generally covered changes to the transportation infrastructure related to the Transbay Terminal/Caltrain Downtown Extension 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, a recent draft environmental review document also analyzed transportation infrastructure related to the Transbay Terminal/Caltrain Downtown Extension. On December 28, 2015, the Federal Transit Administration, in conjunction with the Federal Railroad Administration and the TJPA, published a Draft Supplemental Environmental Impact Statement/Environmental Impact Report to EIS/EIR ("Draft SEIS/SEIR") to evaluate refinements to the Caltrain Downtown Rail Extension ("DTX") component of the Transbay Program, as well as other transportation improvements and development opportunities associated with the Transbay Program. The Draft 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 Proposed Project, pursuant to CEQA Guidelines Section 15164.

The project evaluated in the Draft SEIS/EIR (the "Draft SEIS/EIR Project") includes refinements to the DTX component of the Transbay Program; some additional transportation improvements within the Transbay Program area; and potential new development opportunities including:

(1) adding two floors (approximately 45,000 gsf) above the proposed intercity bus facility located between Maine and Beale Streets north of Howard Street, for a total structure of 4-stories above grade, which may contain office or residential development; and

(2) development of approximately 76,000 square feet of new development adjacent to the vent structure at either of the optional locations at Third and Townsend Streets, which may include a mix of uses.

The Draft SEIS/EIR Project does not propose modifications at or adjacent to the Block 1 site, or to the Redevelopment Plan component of the Transbay Program.

Overall land use impacts from the Draft SEIS/EIR Project analyzed in the Draft SEIS/EIR would be minimal, and none of the proposed components would conflict with any applicable land use, policy, or regulation in the Program area. (Draft SEIS/EIR, p.3.3-18.) The potential above-grade development opportunities analyzed under the Draft SEIS/EIR are compatible with the development intensity and uses of nearby land uses. (Id:) 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/EIR, p. 3.3-20–21.) The Draft SEIS/EIR notes that the proposed intercity bus facility discussed under the Draft SEIS/EIR would occupy the roof level of the Transit Center, and would therefore be located adjacent to the proposed City Park. However, this facility would be only slightly higher than the elevation of City Park (approximately 5 feet) (Id.) and therefore would not cast shadow onto the park that would alter the analysis conducted for the Proposed Plan Amendment and the Block 1 Transit-Oriented Infill Project.

Aesthetics

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 Redevelopment Project Area. The EIS/EIR also found that public views within and across the Redevelopment Project Area would generally be limited by new development. The EIS/EIR found that new buildings and vehicles would also produce additional glare, though it would not be expected to result in a substantial visual change. Visual simulations were prepared for the EIS/EIR based on the 2003 *Draft Transbay Redevelopment Project Area Design for Development Vision*, and 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 specifically contemplated that the northern side of Folsom Street between First and Spear Streets would undergo the most visible aesthetic change in the district, as it would be "developed with a mix of uses in structures that could range in height from 350 to 400 feet." (5-117). 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 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 found, and no mitigation measures were proposed.

The modified project will not involve substantial changes which would require major revisions of the EIS/EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts. The only substantive modification to the Proposed Project is the proposed Block 1 tower height limit change from 300 to 400 feet. The Proposed Project would not alter the overall land uses or development concept proposed for Block 1 under the Transbay Redevelopment Plan analyzed in the EIS/EIR. Further, the total square footage of the Proposed Project, including the square footage of retail uses and the number of dwelling units, does not exceed the maximum development assumptions for the Block 1 site studied in the EIS/EIR. In addition, no substantial changes have occurred with respect to circumstances surrounding the project that will cause significant environmental impact to which the Proposed Project will contribute considerably; and no new information has become available that shows the Proposed Project will cause significant environmental impacts not previously discussed in the EIS/EIR, that significant effects previously examined will be substantially more severe than shown in the EIS/EIR, or that mitigation measures or alternatives previously found infeasible are feasible, or that new mitigation measures or alternatives considerably different from those in the EIS/EIR would substantially reduce significant impacts.

The Proposed Plan Amendment and the Proposed Project would increase the height of the Block 1 tower from 300 feet to 400 feet. The 400-foot height matches the height of towers constructed within the immediate vicinity of Block 1 yet would be the sole tower on Block 1, providing ample tower separation from nearby towers. Between Block 1 and the Embarcadero waterfront are Rincon Park and the block containing the Gap Building at Folsom Street between Spear Street and the Embarcadero roadway. The Gap Building's architecture provides a tower element height of approximately 290 feet and a podium base height of approximately 90 feet. This results in an aesthetically-pleasing stepping-down of the skyline from the Proposed Project to the waterfront. In addition, considering the approved building heights within the districts to the north, the west and the south of Block 1, which include approved height ranges between 400 and 1000 feet, the Proposed Project's height will blend appropriately into the San Francisco skyline as planned.

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. SB 743 added Section 21099 to the Public Resources Code and eliminated the analysis of aesthetics and parking impacts for certain urban infill projects under CEQA. The Proposed Project meets the definition of a mixed-use project on an infill site within a transit priority area as specified by Section 21099.[9] Accordingly, this EIS/EIR Addendum does not contain a separate discussion of the topic of aesthetics, which can no longer be considered in determining the significance of the Proposed Project's physical environmental effects under CEQA. Therefore, the proposed height increase could not result in significant aesthetics impacts under CEQA, and no mitigation measures would be necessary.

[9] San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist, Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project – Block 1 (100-160 Folsom Street/289 Main Street)*, December 3, 2015. This document is available for review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2014-000953GEN.

Transportation

As noted at the beginning of the Analysis of Potential Environmental Effects section, the Proposed Project would not exceed the EIS/EIR assumptions for, retail square footage, and number of dwelling units anticipated for the Block 1 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 in the Traffic section below.

Transportation Impact Studies prepared by the San Francisco 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 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 Area, including the Zone One TB DTR (Transbay Downtown Residential) Use District and 50/85/300-TB Height and Bulk District established for the Block 1 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 analysis.

OCII has reviewed a conceptual site layout provided by the project sponsor in connection with the Proposed Project, which illustrates how pedestrians, bicycles, cars, and delivery vehicles would access the proposed building.

This conceptual site layout contains no new information which would generate significant effects not discussed in the EIS/EIR, nor alter analysis contained in the EIS/EIR regarding transportation mitigation measures or alternatives pursuant to Section 15162(a)(3) of the CEQA Guidelines. However, since this level of conceptual project detail was not available when the EIS/EIR was prepared, the subsections below contain remarks about site circulation and any potential for conflicts between modes.

Traffic

The EIS/EIR evaluated four traffic scenarios: 1) existing conditions, 2) year 2020 with no project, 3) year 2020 plus project (the Transbay Terminal and Redevelopment Plan), and 4) a year 2020 cumulative scenario that included concurrent and reasonably foreseeable projects. The EIS/EIR analysis showed that background traffic volumes would grow over time, and that traffic delays would lengthen at nearly all 27 intersections studied even if the Redevelopment Plan was not implemented. The EIS/EIR identified significant traffic impacts at the following seven intersections, under the year 2020 plus project and the year 2020 cumulative scenarios:

- 1st Street and Market Street
- 1st Street and Mission Street

- 1st Street and Howard Street
- Fremont Street and Howard Street
- Beale Street and Howard Street
- 2nd Street and Folsom Street
- 2nd Street and Bryant Street

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 increase in traffic congestion resulting from the Transbay Terminal and 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.

Vehicle trip volumes for proposed development projects are calculated using commercial square footage and dwelling unit counts. Since the Proposed Project would have less retail square footage and fewer dwelling units than analyzed for the Block 1 site in the EIS/EIR, as shown in Table 1 above, the Proposed Project would generate fewer vehicle trips than studied in the EIS/EIR analysis.[10] Therefore, the Proposed Project's contribution to the significant unavoidable traffic impacts identified in the EIS/EIR would not be worse than previously reported, and no new mitigation measures would be required. While existing and future conditions have changed since the original analysis, the contribution of a smaller project to traffic congestion is no worse than for the project as originally conceived.

Transit

Transit ridership forecasts were performed for the EIS/EIR, which predicted that transit ridership would increase over time. It also identified the potential for transit usage to increase with implementation of the Redevelopment Plan. Along with the Redevelopment Plan, the project analyzed in the EIS/EIR included the new Transbay Terminal and the downtown extension of Caltrain. Ridership generated by the Redevelopment Plan was estimated using year 2020 forecasts based on the San Francisco County Transportation Authority's transportation model outputs. The EIS/EIR predicted that the project would cause linked transit trips[11] to increase by about 10,000 per day throughout the region. Since the project would enhance transit connectivity and capacity, the EIS/EIR found no significant transit impacts, and no mitigation measures were identified.

[10] Kittelson & Associates, Inc., *Transbay Block 1 Transportation Assessment – Results of Preliminary Transportation Significance Evaluation (Updated)*, August 11, 2015. This document is available for review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2014-000953GEN.

[11] A linked trip consists of a full one-way transit trip, including transfers. For example, a bus trip involving two transfers would count as a single linked trip, or three unlinked trips.

The Proposed Project on the Block 1 parcel would not modify the transit infrastructure or service in the area, and would not preclude the proposed future addition of a Muni bus stop on Main Street adjacent to the project site. The Proposed Project would conform to the density of commercial and residential uses identified for the Block 1 parcel in the EIS/EIR, so it would not generate additional transit ridership beyond what was forecasted in the EIS/EIR analysis. Therefore, the Proposed Project would not result in new or more severe significant transit impacts, and no new mitigation measures would be required.

Pedestrians

The EIS/EIR modeled peak period walking trips with and without the Transbay Terminal and Redevelopment Plan in place. Baseline pedestrian surveys were taken, and future year 2020 volumes were projected based on the level of transit, retail, commercial, and other activity anticipated in the area. Pedestrian volumes were anticipated to increase regardless of whether the project is implemented. The EIS/EIR predicted that the volume of pedestrians in the area during the PM peak hour would increase by approximately 141,000 by the year 2020, though only about 9,000 of those trips would be attributable to the project (including the Redevelopment Plan). The EIS/EIR found that the 9,000 additional trips would not be a considerable contribution to the overall increase in pedestrian trips, and determined that the project would not have a significant pedestrian impact. No pedestrian mitigation measures were identified. The Proposed Project would conform to the residential and commercial densities assumed for Block 1 in the EIS/EIR, so it would not generate more pedestrian trips than previously analyzed.

A Site Access and Circulation Review Memorandum[12] was prepared for the Proposed Project to examine the potential for hazards and conflicts between modes, including pedestrians. Pedestrian access to the Proposed Project would be provided on all four of the building's street frontages. The project would also include streetscape improvements, such as street trees, loading areas, and pedestrian amenities consistent with San Francisco's Better Streets Plan. The proposed truck access route to the site would require trucks to cross sidewalks at the intersections of Clementina Street with Main and Spear Streets. To facilitate pedestrian crossings at these intersections, the segment of Clementina Street to be constructed on the project site would be designed as a raised roadway at sidewalk height. This configuration would encourage vehicles to travel at reduced speeds and be more aware of pedestrian crossings. A stop sign would also be installed on Clementina Street's eastbound approach toward Spear Street, which would further reduce the potential for conflicts between trucks and pedestrians. No substantial modal conflicts involving pedestrians are anticipated, and the Proposed Project would not result in any new or more severe significant pedestrian impacts.

Bicycles

[12] Kittelson & Associates, Inc., *Transbay Block 1 Transportation Assessment – Site Access and Circulation Review (Final)*, October 13, 2015. This document is available for review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2014-000953GEN.

The EIS/EIR analyzed bicycle traffic growth using field surveys and estimated year 2020 bicycle trip volumes. Year 2020 volumes were based on the San Francisco County Transportation Authority's transportation model outputs. The EIS/EIR estimated that the new Transbay Terminal and Redevelopment Plan could add up to 425 bicycle trips at the intersections studied during the peak 15-minute window, compared to a total of 45 bicycles counted in 2001. The EIS/EIR noted that there is no standard for determining bicycle level of service. Bicycle trips generated by proposed development are calculated using commercial square footage and residential unit counts. Given that the Proposed Project would have less retail square footage and fewer residential units than analyzed for Block 1 in the EIS/EIR, this analysis assumes that it would not generate more bicycle trips than previously analyzed.

The Site Access and Circulation Review Memorandum prepared for the Proposed Project examines the potential for hazards and conflicts between modes. The Proposed Project would not include curb cuts (driveways) that intersect bicycle lanes, thereby avoiding conflicts between bicycles traveling on the street and vehicles exiting project driveways. Access to the project's bicycle parking area would be located on a street with low vehicle and truck volumes (Clementina Street) that would function primarily as an alleyway, which would facilitate bicycle access to the site. Bicycles would need to pass the loading dock entrance/exit, so an audible and visual warning device would be included at the loading dock to alert bicyclists of oncoming vehicle and avoid conflicts. The Proposed Project would conform to the commercial and residential density envisioned in the Redevelopment Plan, and therefore would create no more bicycle trips than analyzed in the EIS/EIR. The Proposed Project would not cause new bicycle hazards or conflicts with other modes. No new significant impacts related to bicycles would result from the Proposed Project and no mitigation measures would be required.

Loading

The EIS/EIR did not identify any significant impacts related to passenger or commercial loading associated with the Redevelopment Plan. Since the Proposed Project would have less square footage and fewer residential units than assumed in the EIS/EIR, it would not result in any further increase in loading trips. The Proposed Project would have an off-street loading dock fronting Clementina Street, and all trucks would need to enter from northbound Main Street and exit to southbound Spear Street. Trucks traveling into and out of the loading dock would cross four pedestrian facilities: the sidewalk along the east side of Main Street, the sidewalk along the west side of Spear Street, the mid-block crosswalk on Clementina Street, and the sidewalk on the south side of Clementina Street. Although Project-related loading vehicles would only represent a portion of the total vehicular activity on the alleyway, the generally low speeds of truck movements may temporarily impede pedestrian circulation, but would not result in significant impacts such as hazards. In addition, trucks may temporarily block the right-hand travel lane on northbound Main Street or the garage exit to Spear Street while waiting for pedestrians to clear the sidewalks, similar to other vehicles attempting to turn onto or off of Clementina Street. These site circulation features of the Proposed Project would not cause hazards or substantial conflicts between modes, and would not result in significant impacts.

Emergency Access

The EIS/EIR did not find any significant impacts related to emergency vehicle access to the individual development parcels identified in the Redevelopment Plan. The Proposed Project would not include vehicular lane removal on any streets, or the introduction of physical impediments to emergency vehicle access. The building would be accessible from frontages along four streets (Folsom, Main, Spear, and Clementina Streets), and would be designed to meet Building Code standards for egress and emergency vehicle access. Since the Proposed Project would conform to the development density specified in the Redevelopment Plan, it would not result in demand for emergency services beyond levels assumed in the EIS/EIR. Therefore, no significant impacts pertaining to emergency vehicle access would occur, and no mitigation measures would be required.

Parking

As noted in the Aesthetics section above, SB 743 added Section 21099 to the Public Resources Code and eliminated the analysis of aesthetics and parking impacts for certain urban infill projects under CEQA. The Proposed Project meets the definition of a mixed-use project on an infill site within a transit priority area as specified by Section 21099.[13] Accordingly, parking deficits can no longer be considered in determining the significance of the Proposed Project's physical environmental effects under CEQA. Therefore, the Proposed Project would not result in significant impacts related to parking deficits, and no mitigation measures would be necessary.

The EIS/EIR stated that approximately 14 percent of the parking in the Redevelopment Area (1,950 spaces) would be removed as a result of the Full Build Alternative, some of which are located on the Block 1 site. The EIS/EIR also noted that some of the parking would be replaced in new buildings constructed on the Redevelopment Plan sites. The available parking spaces in the area were filled to approximately 85 percent capacity on weekdays at the time of EIS/EIR preparation. The EIS/EIR anticipated that a reduction in parking spaces would constrain parking availability, forcing some drivers to park farther away from their destinations or use other modes of transportation. The displacement of parking spaces is generally not considered a physical environmental effect, but is a social effect and an inconvenience to drivers who must seek alternate parking. Accordingly, the EIS/EIR did not identify any significant impacts related to parking.

Site Circulation

The Site Access and Circulation Review Memorandum prepared for the Proposed Project examines the potential for hazards and conflicts caused by vehicles entering and exiting the Proposed Project's parking garage ramp along Spear Street. The memorandum found that vehicles attempting to enter the garage from northbound Spear Street would have to wait for a

[13] San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist, Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project – Block 1 (100-160 Folsom Street/289 Main Street)*, December 3, 2015. This document is available for review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2014-000953GEN.

gap in southbound traffic to complete a left turn. However, given that volumes along Spear Street are anticipated to be relatively low, vehicles waiting to enter the garage are not expected to affect northbound street operations.[14] Additionally, the Proposed Project's parking demand would not exceed the amount reported in the EIS/EIR because the commercial square footage and number of residential units would be less than the totals assumed in the Redevelopment Plan, as shown in Table 1 above. In any event, parking impacts of a transit-oriented infill project are not considered significant impacts on the environment. Cal. Public Resources Code § 21099 (d) (1). Therefore, no significant site circulation impacts associated with vehicles accessing the on-site parking facilities would occur.

Wind

A wind tunnel test was performed for the EIS/EIR, which included the proposed Transbay Terminal and conservative assumptions for the buildings that would be constructed in accordance with the land use program on the redevelopment parcels, including Block 1. Though the land use program ultimately adopted for the Block 1 site as part of the Redevelopment Plan included a maximum tower height limit of 300 feet, the wind tunnel test analyzed two potential towers on the Block 1 site: a 400-foot-tall tower at the western edge of the site and a 350-foot tall tower at the eastern edge of the site. These assumptions were sufficient to capture the maximum impacts of the ultimately-approved 300-foot tower height limit, as the wind speeds generated by the smaller 300-foot tower would be slower than those generated by a 350-foot or 400-foot tower in the same location. Wind speeds were modeled at 69 locations throughout the Redevelopment Area, as summarized in Table 2 below. The Full Build Alternative modeling resulted in nine locations that exceeded the comfort criterion (ground level wind speeds in excess of 11 mph) and one location that exceeded to hazard criterion (ground level wind speeds in excess of 26 mph). The Reduced Scope Alternative modeling resulted in seven locations that exceeded the comfort criterion and one location that exceeded the hazard criterion. None of the comfort criterion or hazard criterion exceedances were located on Block 1 or adjacent blocks. For the purposes of CEQA, only exceedances of the hazard criterion are considered significant impacts.

[14] The Transit Center District Plan Final EIR reported that the existing southbound PM peak hour traffic volume on Spear Street is 481 vehicles, which would rise to 701 vehicles by the year 2030.

Table 2: Comparison of the Proposed Project's Wind Impacts to the EIS/EIR Wind Analysis

Wind Study Scenario	Number of Test Points Studied	Comfort Criterion (11 mph) Exceedances – Less than Significant Impacts	Hazard Criterion (26 mph) Exceedances – Significant Impacts
EIS/EIR: Full Build Alternative	69	9	1
EIS/EIR: Reduced Scope Alternative	69	7	1
Current Existing Conditions	24	None	None
Existing Conditions Plus Proposed Project	24	None	None
Cumulative Conditions Plus Proposed Project	24	1	None

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

Accordingly, a wind tunnel test was performed for the Proposed Project. The test modeled the proposed massing with the 400-foot-tall tower.[15] Three scenarios were examined: 1) existing conditions, 2) existing conditions plus the Proposed Project, and 3) cumulative conditions plus the Proposed Project. The cumulative conditions included all buildings from the existing conditions scenario plus nearby approved and reasonably foreseeable projects, such as high-rise developments studied in the EIS/EIR and the EIR prepared for the nearby Transit Center District Plan. As shown in Table 2, wind speeds were modeled at 24 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. No exceedances of the comfort criterion were found for the existing conditions or existing-plus-project scenarios, and one exceedance was found for the cumulative conditions scenario near the northeast corner of Folsom and Beale Streets. No exceedances of the hazard criterion were found under any of the scenarios, therefore no design modification of the Proposed Project in accordance with the EIS/EIR wind mitigation measure would be required. Based on the above analysis, no significant wind impacts would occur as a result of the Proposed Project, including the proposed height limit increase to 400 feet. No new mitigation measures would be required.

[15] Environmental Science Associates, *Potential Wind Conditions – Transbay Redevelopment Area, Block 1 – 160 Folsom Street*, April 9, 2015. This document is available for review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2014-000953GEN.

Shadow

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 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 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. Though the land use program ultimately adopted for the Block 1 site as part of the Redevelopment Plan included a maximum tower height limit of 300 feet, the shadow study analyzed two potential towers on the Block 1 site: a 400-foot-tall tower at the western edge of the site and a 350-foot tall tower at the eastern edge of the site. These assumptions were sufficient to capture the maximum impacts of the ultimately-approved 300-foot tower height limit, as the shadow cast by the smaller 300-foot tower would be less than that of a 350-foot or 400-foot tower in the same location. The EIS/EIR shadow analysis found that the Transbay Terminal and the Redevelopment Plan would not cast shadow on any parks or open spaces subject to Section 295.[16] Other public parks and open spaces not subject to Section 295 were still evaluated for potential impacts under CEQA. In San Francisco, a significant shadow impact would occur under CEQA if a proposed project would create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. The EIS/EIR indicated that some public accessible open spaces would see a diminution 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 Redevelopment Area to perform a shadow analysis. Specific to the Block 1 site, the EIS/EIR found that the tower proposed at the corner of Folsom and Spear Streets could shade the southern portion of Rincon Park in the late afternoon.

In accordance with the requirements of the EIS/EIR, a shadow analysis was prepared for the Proposed Project.[17] The shadow analysis includes a 300-foot-tall tower and a 400-foot-tall tower scenario for the Block 1 site, in order to measure the difference in shadow that would be caused by the proposed tower height change from 300 feet to 400 feet. All other features of the project (townhouse and podium buildings) would fit within the massing envelope assumed in the EIS/EIR, as shown in Table 1, and therefore would not result in any additional shadow beyond what was previously studied. Accordingly, this section focuses only on new shadow that would be cast by the part of the Proposed Project that is between the 300-foot and 400-foot levels. Reasonably foreseeable projects were included in the analysis of cumulative shadow conditions, including forthcoming Transit Center District Plan and other Transbay Redevelopment Plan

[16] 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.

[17] Prevision Design, *CEQA Evaluation of Shadow Impacts for 160 Folsom Street/Transbay Block 1, San Francisco, CA*, October 14, 2015. This document is available for review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2014-000953GEN.

projects. Projects that would subsume (lessen) shadow cast by the Proposed Project were not included in the cumulative analysis unless they were already substantially under construction and completion was imminent. The shadow analysis found that the Proposed Project could cast new shadow on the following parks and open spaces. None are subject to Section 295 of the Planning Code, but were still evaluated for potential impacts under CEQA.

- Rincon Park – located along the Embarcadero at Folsom Street
- Transbay Park (future)[18] – bounded by Beale, Clementina, Main, and Tehama Streets
- Spear Street Terrace – located on Spear Street south of Howard Street
- Howard/Fremont Plaza – located near Howard and Fremont Streets
- Main Street Plaza – located near Howard and Main Streets
- Transbay Terminal Park (future) – on the roof of the new Transbay Terminal

The results of the shadow analysis are shown in Table 3 below, which shows the amount of new shadow the proposed 100 foot height increase would add to each park or open space. The additional shading at each park and open space caused by the proposed tower height increase from 300 feet to 400 feet would be less than one half of one percent (0.5%) of the TAAS (ranging from 0.00% to 0.49% of TAAS). Table 4 shows how much shadow the proposed 100-foot height increase would add on the days when shadows would be the largest, and how many more days per year shadow would occur at each park. As shown, the maximum shadow size at any park would grow by less than one percent due to the proposed height increase, and the additional shadow duration on the maximum days would range from 18 to 45 minutes.

[18] Future parks were included in an effort to provide a conservative analysis, though shadow impacts on future parks are not typically considered significant.

Table 3: Comparison of the Proposed Project's Shadow Impacts on Theoretically Available Annual Sunlight (TAAS) Due to Height Increase from 300 Feet to 400 Feet

	Rincon Park	Transbay Park (future)	Spear Street Terrace	Howard/Fremont Plaza	Main Street Plaza	Transbay Terminal Park (future)
Existing Conditions						
Size (acres)	3.23	1.31	0.73	0.20	0.11	3.97
Shadow due to Existing Structures	23.51%	30.22%	75.36%	70.57%	61.43%	26.32%
Existing Conditions Plus Proposed Project						
Potential Shadow Added by 300′ Tower (already covered by EIS/EIR)	0.39%	2.37%	0.94%	0.10%	0.10%	0.003%
Potential Shadow Added by 400′ Tower (modified project)	0.72%	2.42%	1.43%	0.22%	0.29%	0.026%
New Shadow due to Height Increase from 300′ to 400′ (shadow due to modification)	**0.34%**	**0.03%**	**0.49%**	**0.12%**	**0.19%**	**0.02%**
Cumulative Conditions Plus Proposed Project						
Potential Shadow Added by 300′ Tower and Cumulative Projects (already covered by EIS/EIR)	2.09%	12.57%	1.23%	11.50%	5.75%	20.21%
Potential Shadow Added by 400′ Tower and Cumulative Projects (modified project)	2.42%	12.62%	1.72%	11.62%	5.94%	20.21%
New Shadow due to Height Increase from 300′ to 400′ (shadow due to modification)	**0.33%**	**0.05%**	**0.49%**	**0.12%**	**0.19%**	**0.00%**

All shadow amounts are shown as a percentage of TAAS.

Table 4: Additional Shadow Size and Duration at Periods of Maximum Shadow Due to Height Increase from 300 Feet to 400 Feet

	Rincon Park	Transbay Park (Future)	Spear Street Terrace	Howard/ Fremont Plaza	Main Street Plaza	Transbay Terminal Park (Future)
Additional Days Per Year When New Shadow Would Occur (Any Size)	28	None	28	43	None	70
Day(s) of Maximum Shadow	Feb 23 & Oct 18	June 21	Feb 23 & Oct 18	May 10 & Aug 2	May 10 & Aug 2	Apr 5 & Sep 6
Additional Percentage of Park/Open Space Square Footage Shaded on Day of Maximum Shadow	0.65%	0.28%	0.75%	0.30%	0.41%	0.21%
Additional Duration of Shadow on Day of Maximum Shadow	45 mins	18 mins	18 mins	18 mins	44 mins	18 mins

Qualitative descriptions of the areas that would be shaded by the proposed tower height increase from 300 feet to 400 feet (shadow cast by the portion of the proposed building between the 300-foot and 400-foot levels) are provided below:

- Rincon Park: New shading from the proposed height increase on Rincon Park would occur on a small portion of the San Francisco Bay Trail near the center of the park and over existing restaurant structures during mid- to late-afternoon. The proposed height increase would result in some new shadow for 28 days of the year. The new shadow would last approximately 45 minutes on days when shadows would be the largest, between February 23rd and October 18th. Based on park use observations, usage was varied throughout the day with mornings and afternoons having less activity than midday periods.
- Transbay Park (Future): New shading from the proposed height increase would occur in early-morning in July, August, and early May, and would depart the park before 10 am. The proposed sculptured topography feature and the intersecting paved pathways would be the areas principally affected by new shadow. Due to the dense pattern of tree planting proposed along the park's periphery, the perceived impact of new shading may be somewhat diminished. As Transbay Park has not yet been constructed, no park usage observations could be conducted. The proposed 100-foot height increase would result in

approximately 18 minutes of additional shade duration on the summer solstice, when shadows would be the largest.

- Spear Street Terrace: New shading from the proposed height increase on Spear Street Terrace would fall primarily in the northeast corner of the open space during mid- to late-afternoon between August and May. The proposed 100-foot height increase would result in some new shadow for 28 days of the year. The new shadow would last approcimately 18 minutes on days when shadows would be the largest, February 23rd and October 18th Use observations revealed that the number of users during a given 30-minute period ranged from zero on the weekend to 28 during weekday midday periods. On weekdays, visitors were observed using seating areas to eat and make phone calls.
- Howard/Fremont Plaza: New shading from the proposed height increase would primarily shade the eastern part of the plaza during morning hours. The proposed 100-foot height increase would result in some new shadow for 43 days of the year. The new shadow would last approximately 18 minutes on days when the shadows would be the largest, May 10th and August 2nd. Plaza use observations revealed that the number of users during a given 30-minute period ranged from zero on the weekend to 20 during weekday midday periods. Visitors on weekdays tended to use the plaza as informal meeting space. No visitors were present during weekend observation times.
- Main Street Plaza: New shading from the proposed height increase would shade the southeast corner of the plaza during morning hours. The proposed 100-foot height increase would result in approximately 44 minutes of additional shade duration on days when shadows would be the largest, May 10th and August 2nd. Plaza use observations revealed that the number of users during a given 30-minute period ranged from zero on the weekend to 44 during weekday midday periods. Visitors were observed using the plaza as a place to rest or eat lunch.
- Transbay Terminal Park (Future): The areas affected by new shadow from the proposed height increase would be at the eastern end of the parkand a portion of the central park during early morning in the spring and fall. Less than five percent of the park area would be shaded at the time of maximum impacts. The proposed 100-foot height increase would result in some new shadow for 70 days of the year. The new shadow would last approximately 18 minutes on days when shadows would be the largest – april 5th and September 6th. Though plans for the park are not finalized, the shaded area would likely contain benches, pathways, or passive recreation features. As Transbay Terminal Park has not yet been constructed, no park usage observations could be conducted.

As discussed above, the new shadow created by the proposed 100-foot height increase would consume less than one-half of one percent of TAAS at any of the six affected parks and open spaces. On the day(s) of maximum shading, less than one percent of each park's square footage would receive additional shading at the time when shadows are the largest. Shadows (of any size) would last from 18 to 45 minutes longer on the day of maximum shading, and the increase

in shadow duration would be smaller on other days of the year. Based on site visits, all of the affected parks were observed to have low to moderate usage. 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 increase from 300 to 400 feet would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. Therefore, the Proposed Project changes would not result in any new or more severe significant impacts compared to those identified in the EIS/EIR, and no new mitigation measures would be required.

Conclusion

Based on the foregoing, 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 the project would not cause new significant impacts not identified in the EIS/EIR, nor would the project cause significant impacts 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 project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this Addendum.

Date of Determination:

January 14, 2016

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

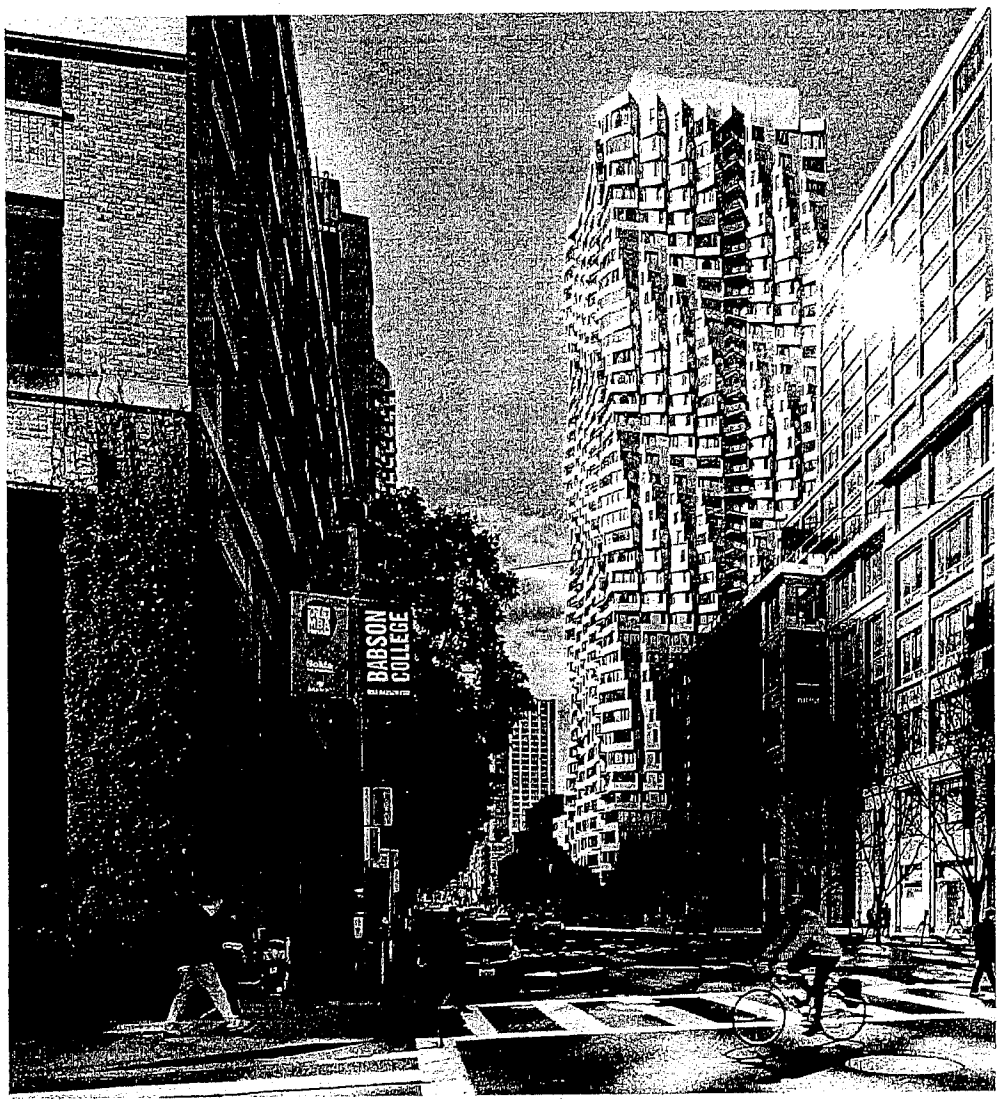
José Campos
Manager of Planning and Design Review,
Office of Community Investment and Infrastructure

cc: Bulletin Board / Master Decision File
Distribution List

Exhibit C- Renderings of the Proposed Project on Block 1 and Impacts on the Skyline

Proposed Project

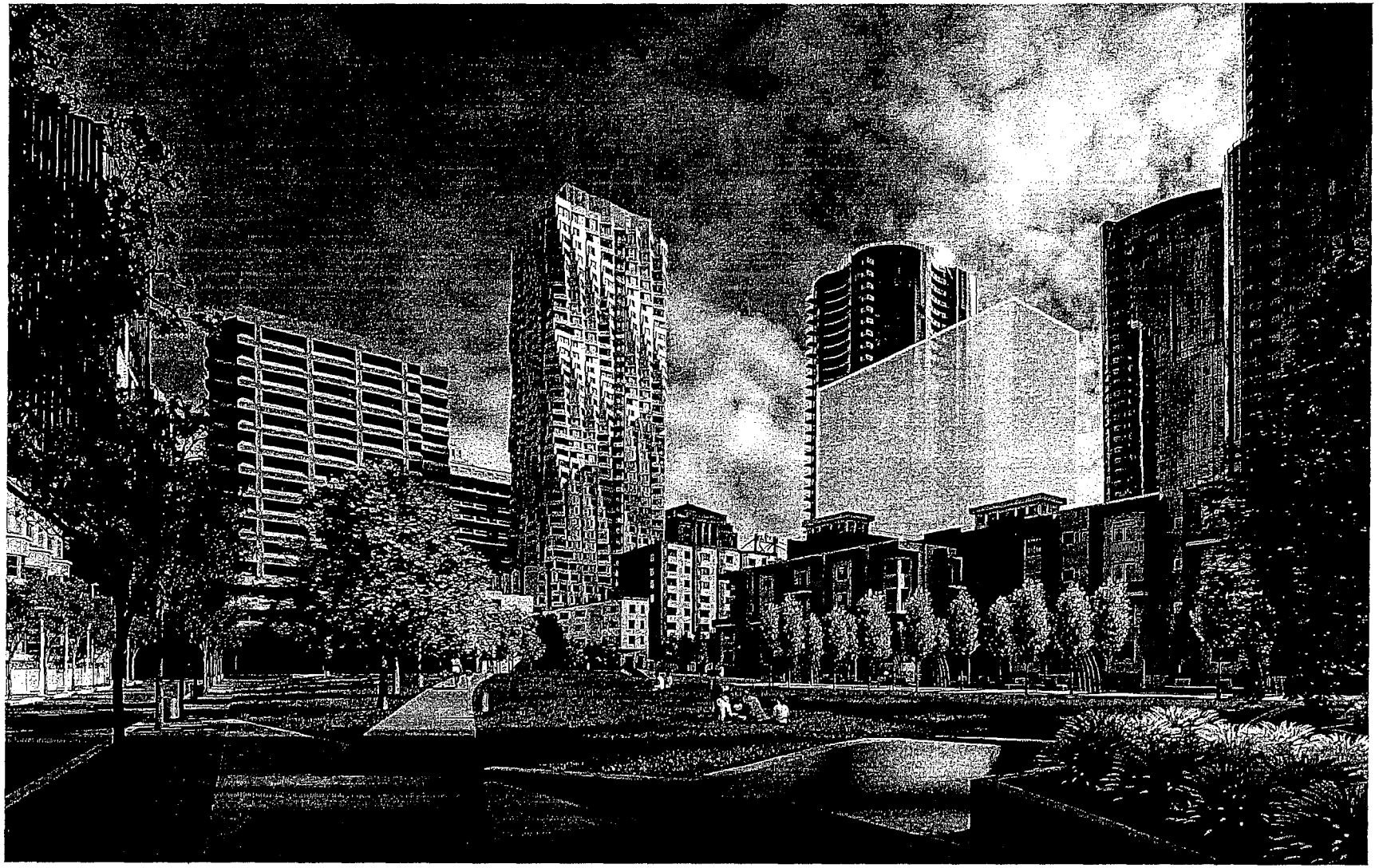
View Looking West From Embarcadero and Folsom



Proposed Project

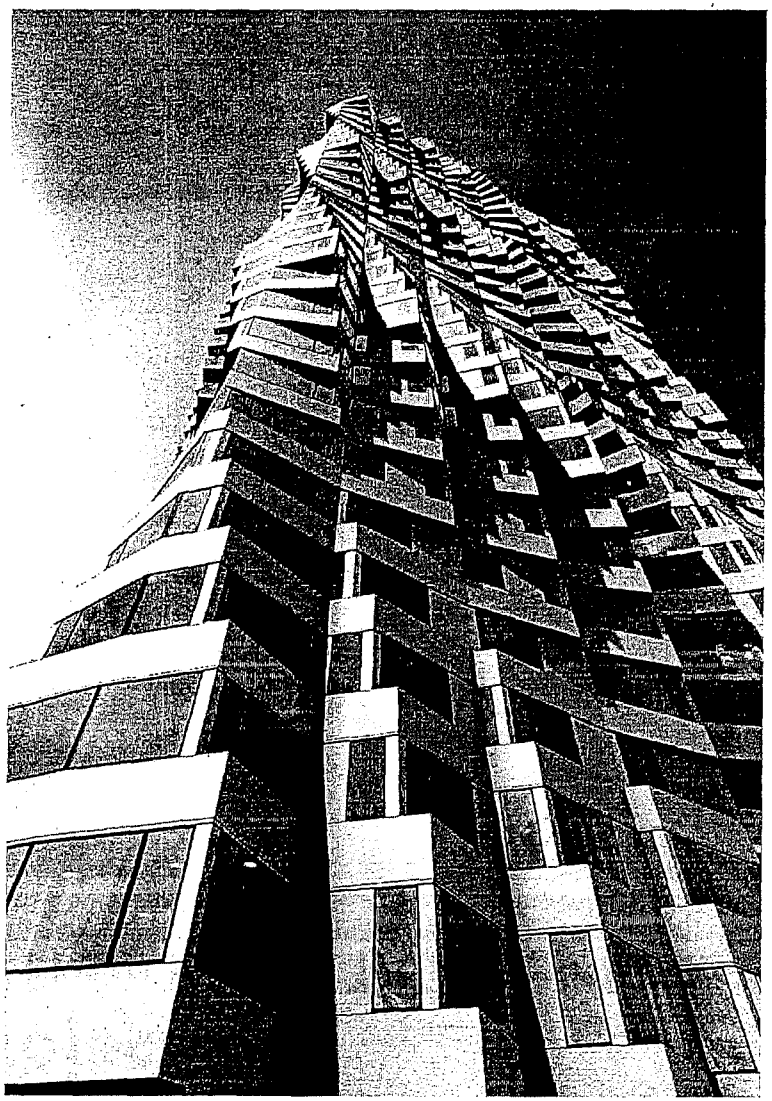
View Southeast From Future Transbay Park

10



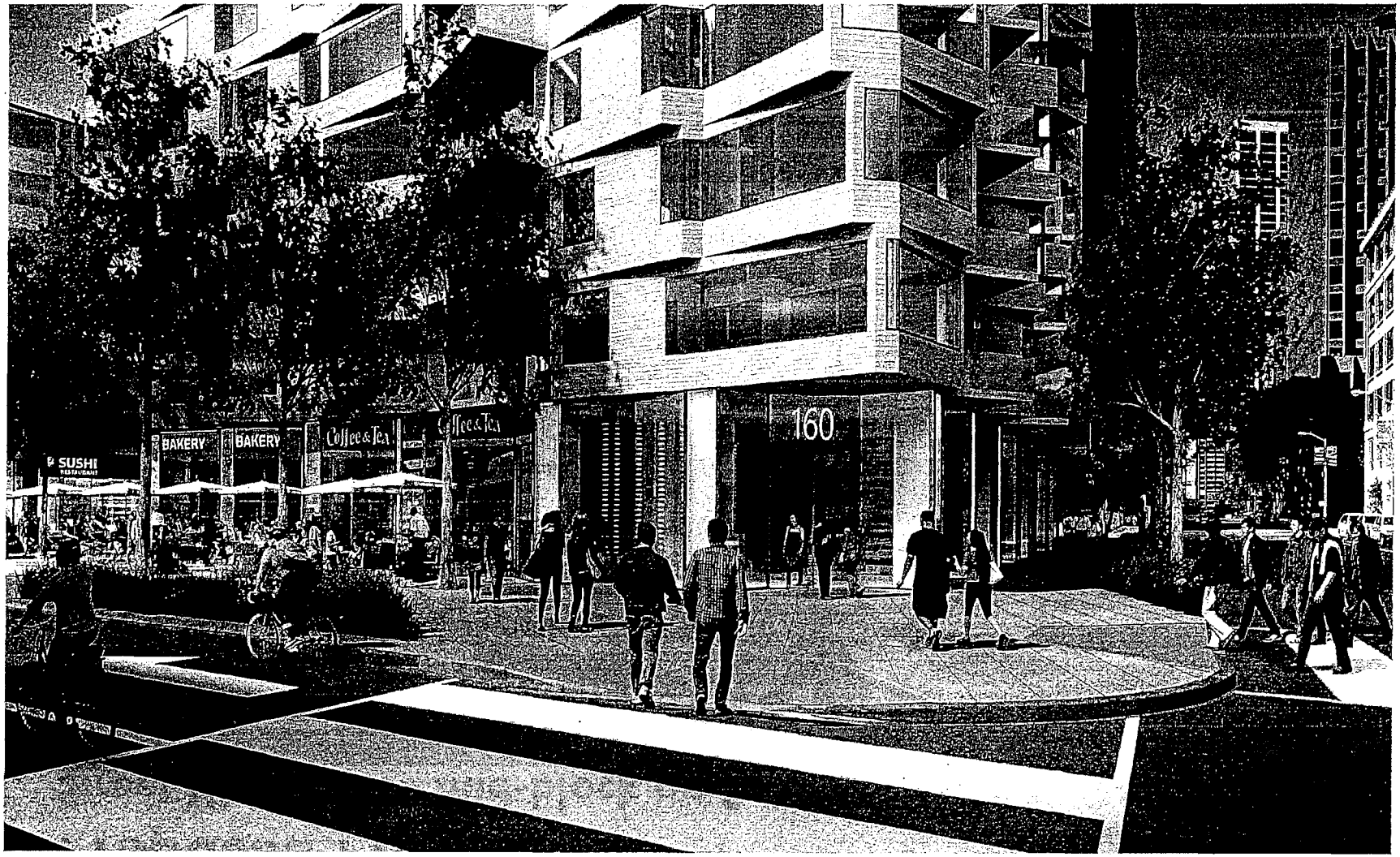
Proposed Project

View Up Building Façade



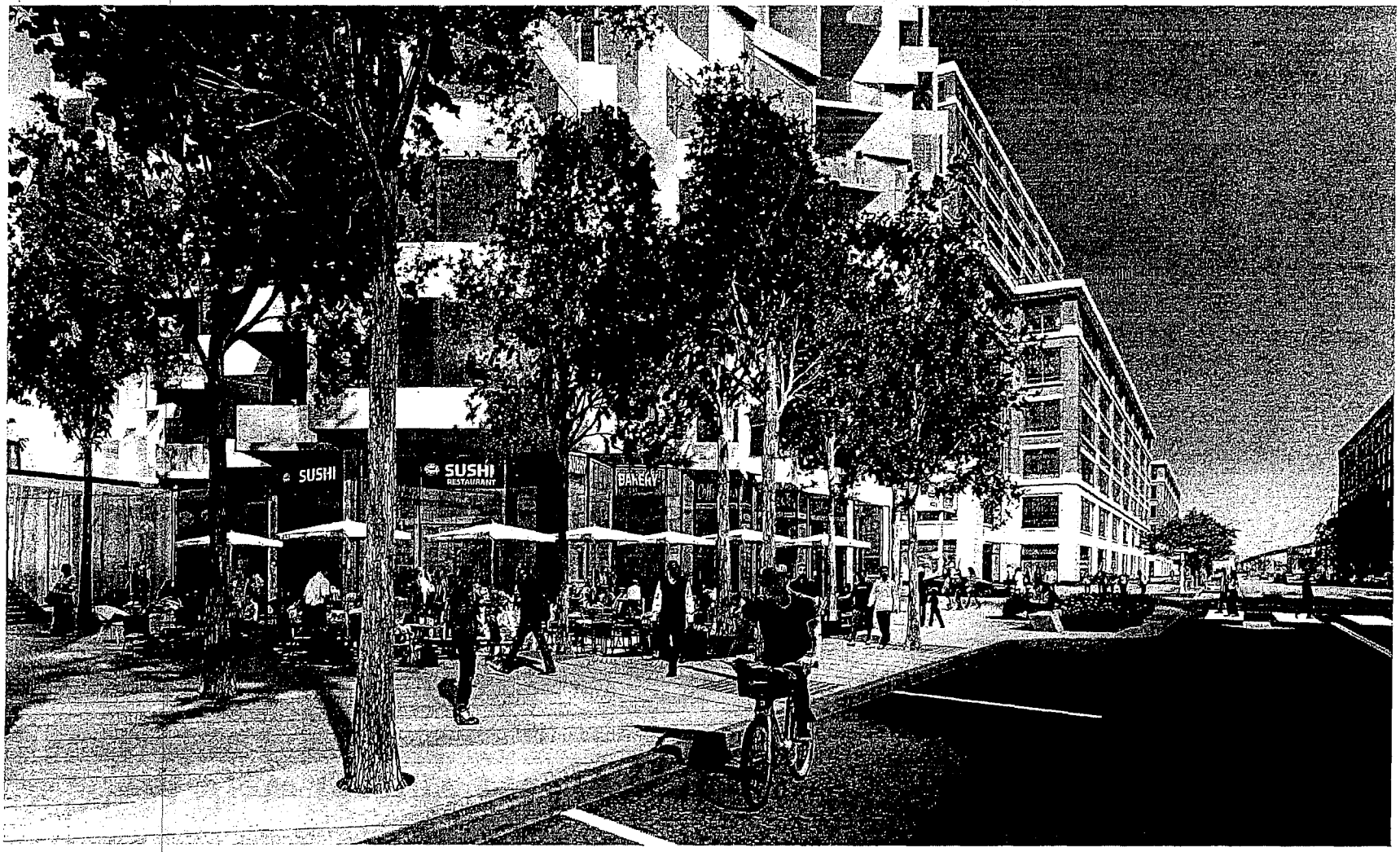
Proposed Project

Street View Northwest From Spear and Folsom



Proposed Project

Street View East - Mid-block on Folsom (towards Gap Building)

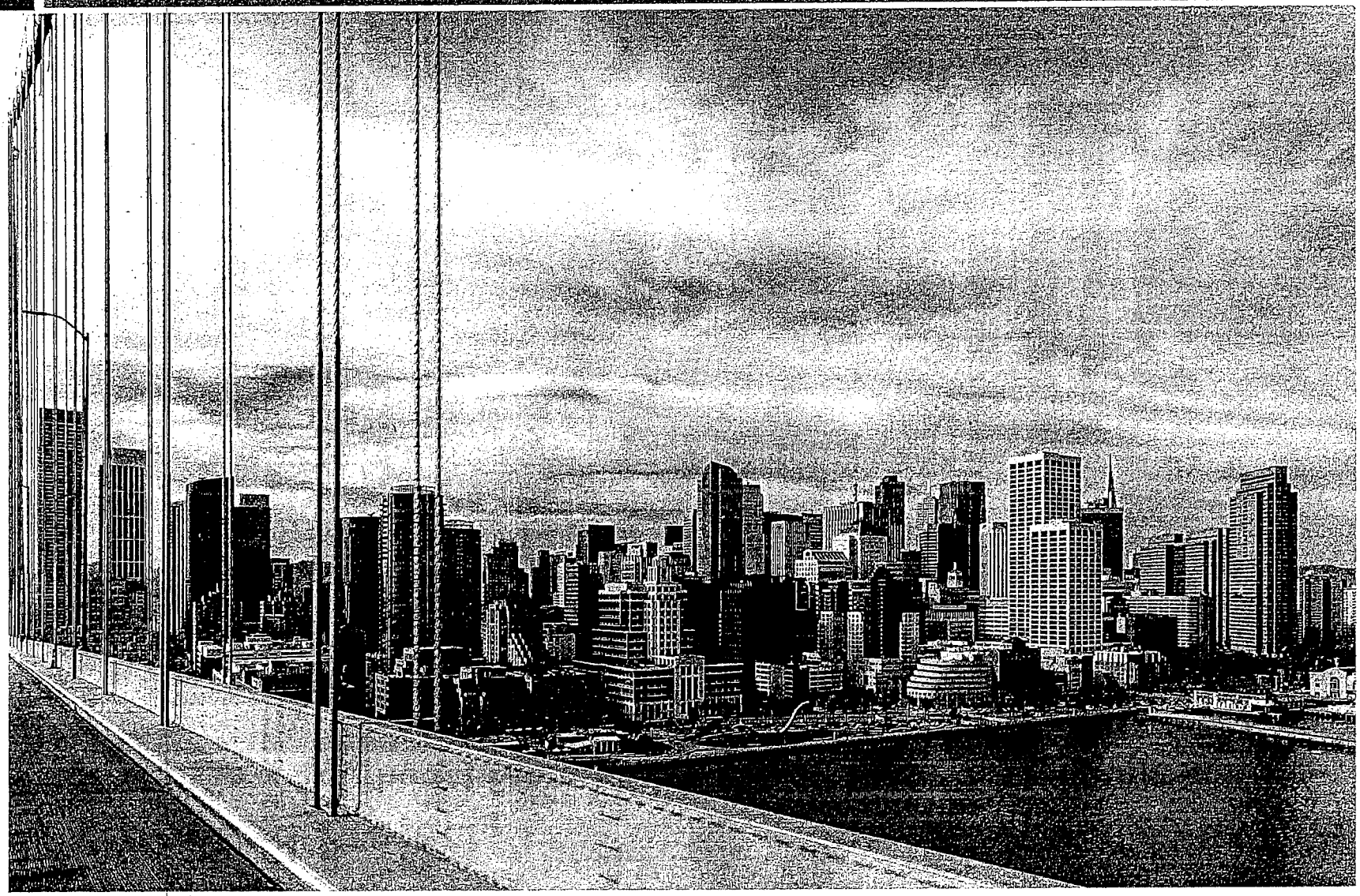


Proposed Project

Street View Southeast From Mid-block on Main (towards Infinity)

Impact on Cityscape

View from Bay Bridge – Existing



Impact on Cityscape

View from Bay Bridge – 300' Tower + Existing and Planned Projects

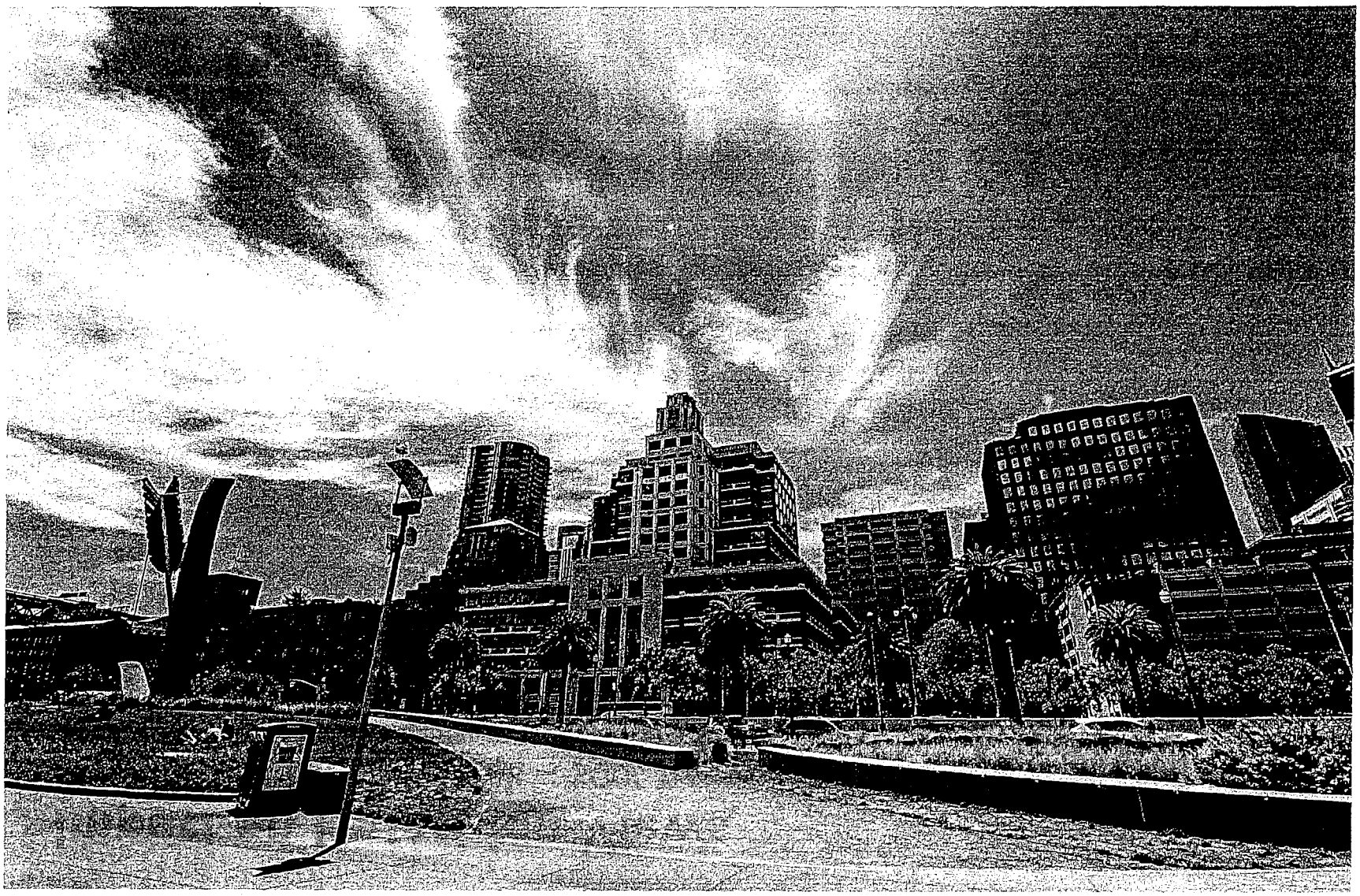
Impact on Cityscape

View from Bay Bridge – 400' Tower + Existing and Planned Projects

Impact on Pedestrian Views

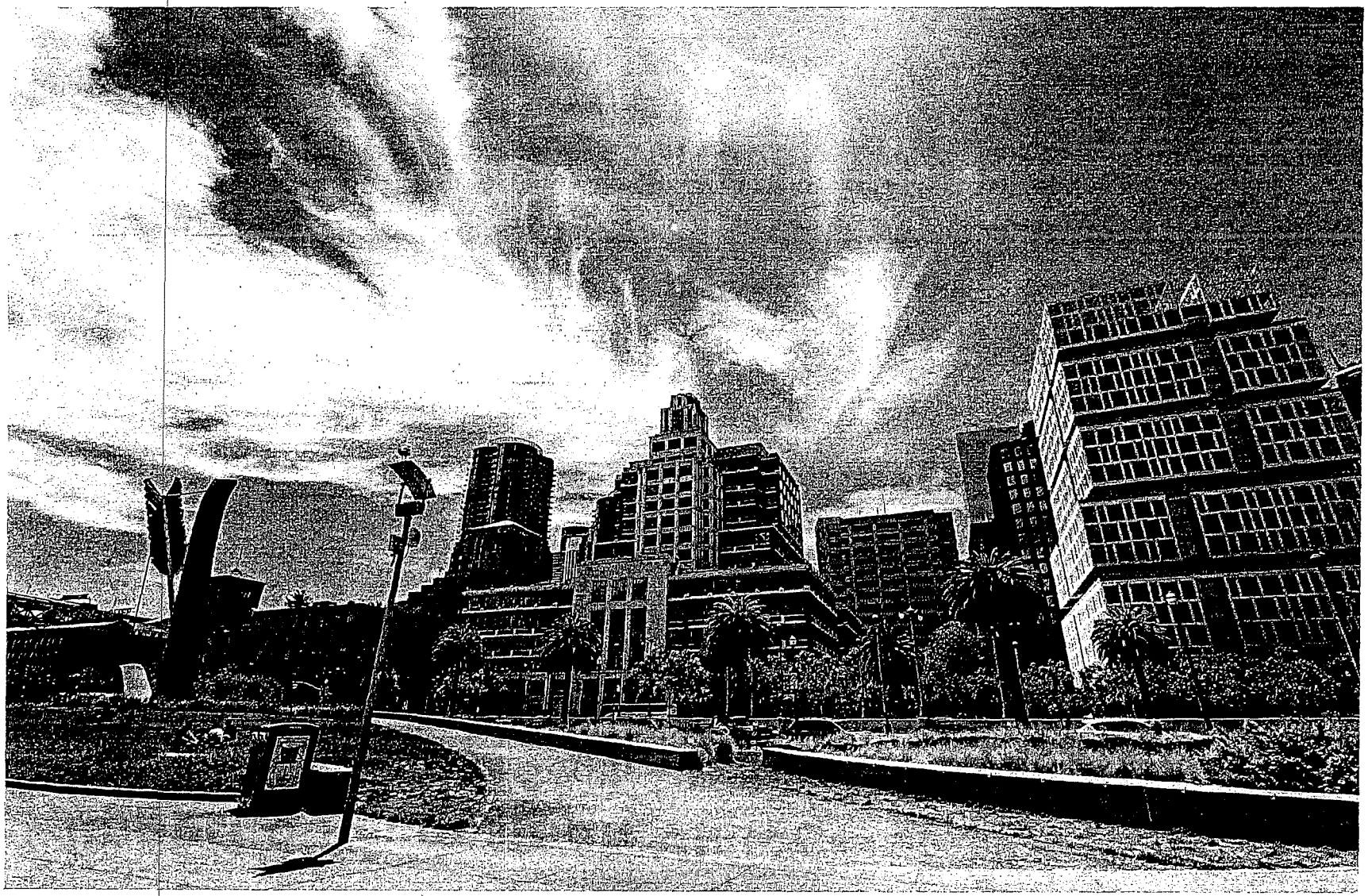
Embarcadero Looking South – Existing

18



Impact on Pedestrian Views

Embarcadero Looking South – 300' Tower + Existing and Planned Projects



Impact on Pedestrian View

Embarcadero Looking South – 400' Tower + Existing and Planned Projects

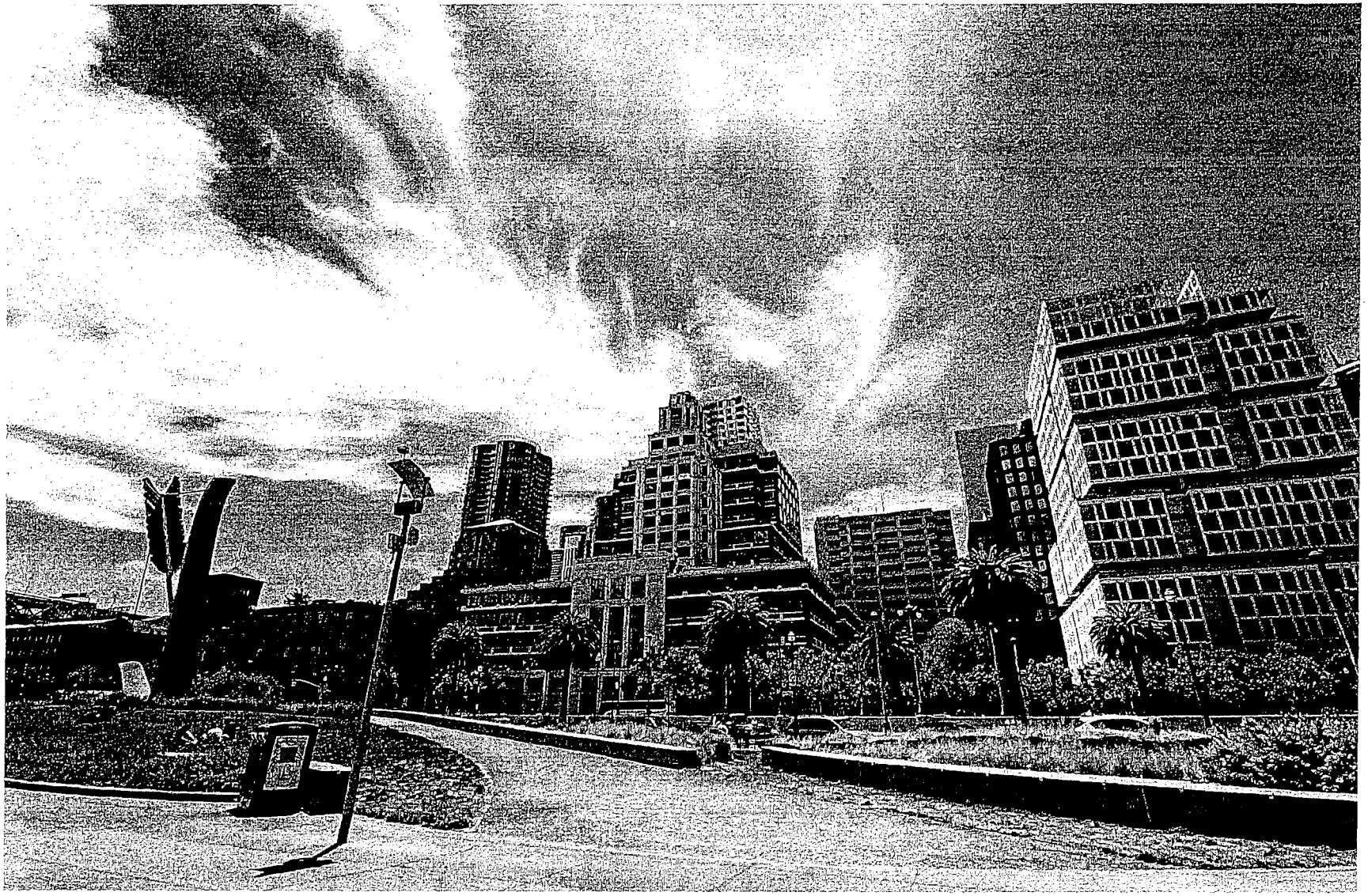


Exhibit D- Project Sponsor Letter

REUBEN, JUNIUS & ROSE, LLP

February 17, 2016

Delivered Via Messenger

Kimia Haddadan
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Transbay Block 1
Case No: 2015-012730GPR
Hearing Date: February 25, 2016
Our File No.: 6250.26

Dear Ms. Haddadan:

Our office represents Tishman Speyer, the sponsors of the proposed residential development on Block 1 of the Transbay Redevelopment Project Area. Enclosed, please find 15 copies of the sponsor's letter to the Commission regarding the General Plan Referral and General Plan Amendment associated with the Transbay Redevelopment Plan Amendment that has been proposed by the Office of Community Investment and Infrastructure.

Thank you for your assistance.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

Andrew Junius

James A. Reuben | Andrew J Junius | Kevin H. Rose | Daniel A. Frattin | John Kevlin
Jay F. Drake | Lindsay M. Petrone | Sheryl Reuben[1] | Tuija I. Catalano | Thomas Tunny
David Silverman | Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Stephanie L. Haughey
Chloe V. Angelis | Louis J. Sarmiento | Jared Eigerman[2,3] | John McInerney III[2]
1 Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubenlaw.com

REUBEN, JUNIUS & ROSE, LLP

ORIGINAL

February 17, 2016

Delivered Via Messenger

President Rodney Fong
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Transbay Redevelopment Project Area, Block 1
Planning Department Case No. 22015-012730GPR
Hearing Date: February 25, 2016
Our File No.: 6250.26

Dear President Fong and Commissioners:

We are working with Tishman Speyer, sponsors of the proposed residential development on Block 1 in Zone One of the Transbay Redevelopment Project Area (Assessor's Block 3740, Lots 027, and 029-32) ("**Block 1**").

The Office of Community Investment and Infrastructure ("**OCII**"), which is the successor to the former San Francisco Redevelopment Agency, maintains exclusive jurisdiction over the design approval for development on Block 1. OCII recently proposed an amendment to the Transbay Redevelopment Plan that would raise the maximum height limit on Block 1 from 300 to 400 feet (the "**Redevelopment Plan Amendment**").

On February 25, 2016, the Planning Commission will consider two matters: (1) adopting findings to confirm the Redevelopment Plan Amendment's conformity with the San Francisco General Plan ("**General Plan Referral**"); and (2) recommending approval to the Board of Supervisors of a minor revision to Map 5 of the Downtown Area Plan, for consistency with the existing Redevelopment Plan (the "**General Plan Amendment**").

The Planning Commission should approve these actions because:

1. The **Redevelopment Plan Amendment** is consistent with the objectives and policies of the General Plan, as well as the Eight Priority Policies of Planning Code Section 101.1. Furthermore, it will facilitate development of an attractively-designed residential tower on Block 1 that will complement the downtown skyline and benefit the City by providing *73 more housing units* than would be provided in a 300-foot tower (with 44 of those units—or 60% of the additional units—affordable housing units), as well as *substantial increases in development impact fees and taxes*;

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevlin
Jay F. Drake | Lindsay M. Petrone | Sheryl Reuben[1] | Tuija I. Catalano | Thomas Tunny
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1 Also admitted in New York 2 Of Counsel 3. Also admitted in Massachusetts

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

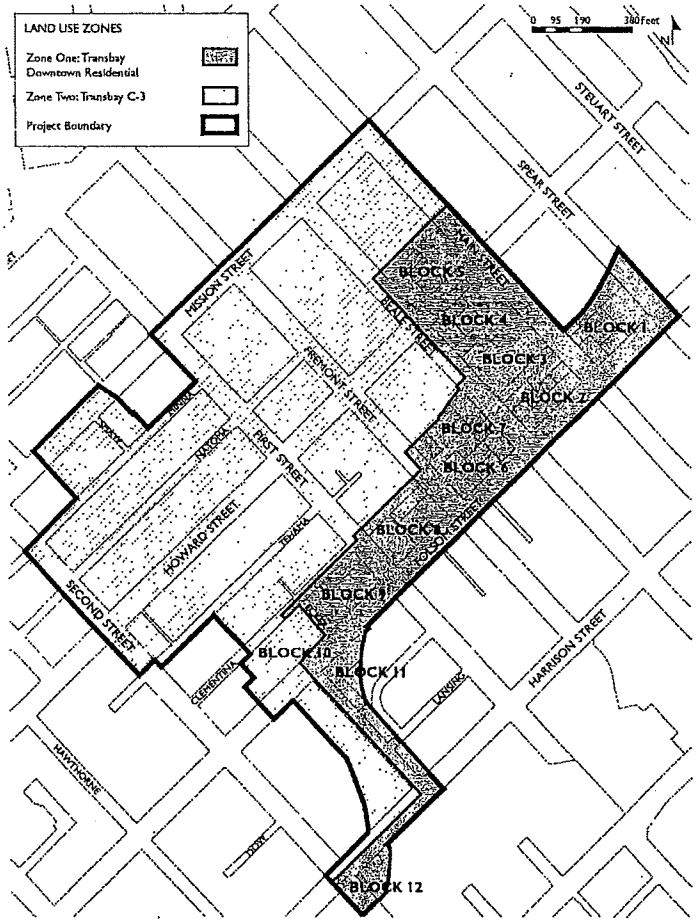
www.reubenlaw.com

2. The **General Plan Amendment** is necessary to correct an existing error in Map 5 of the Downtown Area Plan, and *will not change height limits in the Transbay area.*

A. BACKGROUND

The Transbay Redevelopment Plan, adopted in 2005, divides the Transbay Redevelopment Project Area into two subareas: *Zone One*, in which OCII retains exclusive jurisdiction over design review and approval of development projects, which are subject to controls set forth in the Redevelopment Plan and Development Controls and Design Guidelines for the Transbay Redevelopment Project Area ("**Development Controls**"); and *Zone Two*, in which the San Francisco Planning Code applies.

The following map of the Transbay Redevelopment Project Area shows the location of Block 1:



One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

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Block 1 is located within Zone One of the Transbay Project Area. Accordingly, design approval and development of this site are within the exclusive jurisdiction of OCII.

The Redevelopment Plan and Development Controls authorize residential development on Block 1. In November 2014, the OCII Commission, also known as the Commission on Community Investment and Infrastructure ("**CCII**"), authorized OCII to enter into an exclusive negotiating agreement with Tishman Speyer for (a) the sale to Tishman Speyer of the portion of Block 1 owned by OCII; and (b) the development of a combined affordable and market-rate homeownership project on the site, consisting of a residential tower, two residential podium buildings, and townhouses surrounding mid-block open space (the "**Block 1 Project**").

To facilitate the Block 1 Project and increase the public benefit received, OCII has proposed the Redevelopment Plan Amendment, which would raise the maximum height limit on Block 1 from 300 to 400 feet. By allowing an additional 100 feet of development on Block 1, the Redevelopment Plan Amendment would benefit both the Transbay Redevelopment Area and the City by providing:

- *73 more dwelling units* than would be included in a 300-foot tower;
- *40% of all dwelling units as affordable* to low-to-moderate income households – an increase of 5% over the 35% in the 300-foot Tower (with 44, or 60%, of the additional 73 homes affordable);
- *Additional impact fees, real estate taxes, Mello-Roos taxes, and Community Benefit District fees over what the 300-foot tower would provide (i.e.: more than $2M per year additional), which will contribute to Plan Area and citywide education, transportation, and infrastructure improvements;* and
- *$4.44 million more paid for the land, and $1.72 million less in subsidy required for the podium (i.e.: $6.12 million benefit to the city).*

On January 19, 2016, CCII recommended approval of the Redevelopment Plan Amendment to the San Francisco Board of Supervisors, which will consider the Redevelopment Plan Amendment later this year.

B. PLANNING COMMISSION ACTION REQUESTED

Because Block 1 is located within Zone One, the Commission's jurisdiction is limited to (a) consideration of the proposed Redevelopment Plan Amendment's consistency with the General Plan, and (b) recommending approval to the Board of Supervisors of associated minor amendments to the General Plan.

REUBEN, JUNIUS & ROSE, LLP

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubenlaw.com

At the February 25th hearing, the Commission will be asked to take the following actions:

1. Issuance of General Plan Referral for the Redevelopment Plan Amendment

Section 4.105 of the City Charter requires that the Redevelopment Plan Amendment be referred to the Planning Department for written report to the Board of Supervisors regarding its conformity with the General Plan ("**General Plan Referral**"). Further, California Redevelopment Law provides that following CCII's recommendation of the Amendment, it shall submit the Amendment to the Planning Commission for its report and recommendation to the Board of Supervisors within 30 days. If the Planning Commission does not report on the proposed Amendment within 30 days after submission by OCII, it is deemed to have waived this right.

The Commission should issue the General Plan Referral and prepare such related report and recommendation to the Board of Supervisors as appropriate. The Amendment is limited to increasing the maximum height on one site (Block 1) within Zone One. *No other parcels would be impacted.* The height increase would facilitate development consistent with the General Plan, including the Downtown Plan, which contains policies calling for a concentration of commercial and residential uses at high densities in the area. The General Plan envisions a development of a compact downtown core, well-served by public transit. In addition, the Transbay Redevelopment Plan, as amended, would remain in conformity with the Eight Priority Policies of Planning Code Section 101.1.

2. Recommendation of General Plan Amendment – Revising Map 5 of the Downtown Plan

Ordinances adopting the Transbay Redevelopment Plan in 2005 and 2006 included certain General Plan Amendments, which reflected height and zoning changes in the Transbay area.

Among other items, these amendments revised Map 5 of the Downtown Plan ("**Map 5**") to include a notation stating: "*Remove 80-X label from freeway lands in Transbay and replace with a notation that says 'See Redevelopment Plan Development Controls.'*" This language reflected the fact that, after adoption of the Transbay Redevelopment Plan, maximum height limits on Zone One were established by the Redevelopment Plan and Development Controls.

This 2006 amendment appears to have inadvertently excluded a few parcels within Zone One, which were not zoned 80-X. This includes all of Block 1 (Assessor's Block 3740, Lots 027 & 029-032), and one parcel at the south end of Block 2 (Assessor's Block 3739, Lot 004), which were within a 200-S height and bulk district before up-zoning under the Redevelopment Plan.

REUBEN, JUNIUS & ROSE, LLP

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubenlaw.com

However, Map 5 was never updated to reflect the change, and is currently inconsistent with the existing Redevelopment Plan.

Planning staff discovered this error during its review of General Plan Referral application. The Department is now recommending a General Plan Amendment, to revise the notation on Map 5 to include the previously excluded Zone One parcels.

The Commission should recommend adoption of this minor General Plan Amendment to the Board of Supervisors, to correct the earlier error and bring the General Plan into greater consistency with current law. The General Plan Amendment will not alter height limits within Zone One, which must remain consistent with the Transbay Redevelopment Plan and Development Controls.

C. BLOCK 1 PROJECT

The Redevelopment Plan Amendment would facilitate development of the Block 1 Project, a brief description of which is provided herein for context. However, the Commission is not being asked to review design of the Block 1 Project at the February 25th hearing. OCII retains exclusive jurisdiction over the final design and land use approval on Block 1, subject to requirements established by the Redevelopment Plan and Development Controls. This approval would occur through a separate process, following adoption of the Redevelopment Plan Amendment by the Board of Supervisors.

The Block 1 Project proposes a 400-foot tower located at the east end of the block; two podium buildings between 65 and 85 feet tall, townhouses bordering Clementina Street, a shared underground parking garage, approximately 9,126 square feet of ground floor retail. The Block 1 Project will also provide an attractively landscaped central courtyard and additional open spaces consistent with all requirements of the Development Controls.

The 400-foot tower would complement the evolving downtown skyline. It would incorporate an innovative design, which evolves the classic bay window- a familiar architectural feature of San Francisco's early houses. The bay windows would twist incrementally over the height of the tower, creating a dynamic sense of movement. The project has been designed by famed architect Jeanne Gang, known for her recent work on the Aqua tower in Chicago; the Arcus Center for Social Justice Leadership in Kalamazoo; and the City Hyde Park residential building in Chicago, among others.

The Block 1 Project would contain 391 for-sale units, including 235 market rate units in the tower and townhomes; and 156 affordable units (ranging from 80% to 120% of the AMI) in the podium, tower, and townhomes. Overall, the Block 1 Project would provide 40% of its on-site units as affordable.

REUBEN, JUNIUS & ROSE, LLP

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubenlaw.com

D. CONCLUSION

The Commission should adopt the General Plan Referral and recommend adoption of the associated General Plan Amendment to the Board of Supervisors. The Redevelopment Plan Amendment facilitates development of an attractively-designed, 400-foot residential tower on Block 1. This scope of development is consistent with goals and objectives of the Transbay Redevelopment Plan, and the San Francisco General Plan for the downtown core. The associated General Plan Amendment will correct a long-standing error on Map 5 of the Downtown Plan, making the document consistent with current law.

Thank you for your consideration.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

Andrew Junius

Enclosures

cc: Vice President Dennis Richards
Commissioner Michael Antonini
Commissioner Rich Hillis
Commissioner Christine Johnson
Commissioner Kathrin Moore
Commissioner Cindy Wu
John Rahaim – Planning Director
Shane Hart - OCII
Jonas Ionin – Commission Secretary
Kimia Haddadan – Project Planner
Carl Shannon – Tishman Speyer

REUBEN, JUNIUS & ROSE, LLP

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubenlaw.com

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion No.

Date:	Feb 25, 2016
Case No.	**Case No. 2015-012730GPR** **Transbay Redevelopment Plan Amendment**
Block/Lot No.:	3740/Lots 027,029,030,031, and 032
Applicant:	Office of Community Investment and Infrastructure Jose Campos One South Van Ness Avenue, Fifth Floor San Francisco, CA 94103
Staff Contact:	Kimia Haddadan – (415) 575-9068 *kimia.haddadan@sfgov.org*

ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING THE AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE TRANSBAY REDEVELOPMENT PROJECT AREA TO INCREASE THE MAXIMUM HEIGHT LIMIT FROM 300 FEET TO 400 FEET ON BLOCK 1 OF ZONE 11 OF THE TRANSBAY REDEVELOPMENT PROJECT AREA, ADOPTING GENERAL PLAN AND PLANNING CODE SECTION 101.12 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 by Ordinances No. 124-05 (June 21, 2005) and No. 99-06 (May 9, 2006), as amended by Ordinance No. 84-15, (June 18, 2015) ("Redevelopment Plan"). The Redevelopment Plan establishes the land use controls for the Transbay Redevelopment Project Area, and divides the Project Area into two sub-areas: Zone 1, in which the Development Controls and Design Guidelines for the Transbay Redevelopment Project ("Development Controls") define the development standards, and Zone 2, in which the San Francisco Planning Code applies.

WHEREAS, Section 4.105 of the City Charter and 2A.53 of Administrative Code require General Plan referrals to the Planning Commission (hereinafter "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.

WHEREAS, On September 23, 2015, the Office of Community Investment and Infrastructure, Successor Agency to the Redevelopment Agency (OCII) submitted a General Plan Referral application for the Redevelopment Plan Amendment for the Transbay Redevelopment Plan to increase the maximum height limit for Block 1 from 300 feet to 400 feet.

WHEREAS, Transbay Block 1 is located on Folsom Street between Main and Spear Streets in Zone 1 of the Transbay Redevelopment Area, and is comprised of Assessor Block 3740, Lots 027, 029, 030, 031, and 032. Lot 027 is owned by OCII and the remaining lots are owned by Block 1 Property Holder, L.P., an affiliate of Tishman Speyer ("Developer").

WHEREAS, The Transbay Redevelopment Plan and the Development Controls specify a 300-foot maximum height limit on Block 1. The proposed Plan Amendment would provide for a maximum height limit of 400 feet on Block 1 and would have no other effect on the Zone 1 development concept or land use controls.

WHEREAS, On November 18, 2014, the OCII Commission authorized an Exclusive Negotiation Agreement (the "ENA") with the Developer for (a) the sale to the Developer of the portion of Block 1 owned by OCII (Block 3740, Lot 027), and (b) the development of a combined affordable and market-rate homeownership project consisting of a residential tower, two residential podium buildings, and townhouses surrounding open space on Block 1.

WHEREAS, The ENA contemplates two project alternatives, one with a tower height of 300 feet, as allowed by the Redevelopment Plan, and the second with a tower height of 400 feet, which would require the Plan Amendment. The term sheet for the Block 1 project negotiated to date by OCII staff and the Developer includes the 400-foot project alternative (the "Block 1 Project"). The specifics of the Block 1 Project are shown in Attachment B to Exhibit A: OCII's staff Memorandum to the OCII Commission.

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 1).

WHEREAS, On January 19, 2016 at a public hearing the OCII Commission adopted Resolution No. 2-2016, which approved the proposed amendment to the Transbay Redevelopment Plan to increase the maximum height limit of the lots in Block 1 of Zone 1 from 300′ to 400′ along with an Addendum to the Final FEIR/FEIS or the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project.

WHEREAS, Pursuant to 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 Redevelopment Plan and its conformity with the General Plan and Section 101.1 of the Planning Code.

ENVIRONMENTAL REVIEW

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. OCII and Planning share CEQA review responsibilities for Redevelopment Plan amendments.

Consequently, on January 14, 2016, OCII, in conjunction with the Planning Department, prepared an addendum to the Final Environmental Impact Statement/Environmental Impact Report ("FEIS/EIR") for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("Addendum") for purposes of the subject Redevelopment Plan amendment. (See OCII Commission Resolution No.2-2016, Exhibit B: Addendum to Environmental Impact Report). Overall, the Addendum determined the Plan Amendment 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.

In regard to the environmental review for the Transbay Redevelopment Plan, the Final Environmental Impact Report for the Transbay Redevelopment Plan was certified by the Planning Commission Motion No. 16733 on April 22, 2004. On June 15, 2004, the Board of Supervisors approved Motion No. M04-67 affirming the Planning Commission's certification of the Final Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("FEIR") in compliance with the California Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et seq.) A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 040629 and is incorporated herein by reference.

The Board of Supervisors in Resolution No. 612-04, adopted environmental findings in relation to the Transbay Terminal, Caltrain Downtown Extension, and Transbay Redevelopment Plan. Copies of said Resolution and supporting materials are in the Clerk of the Board of Supervisors File No. 041079. The Board of Supervisors in Ordinance No. 124-05, as part of its adoption of the Transbay Redevelopment Plan, adopted additional environmental findings. Copies of said Ordinance and supporting materials are in the Clerk of the Board of Supervisors File No. 050184. The FEIR analyzed development on Transbay Redevelopment Project Area Block 1 of a project extending up to 300 feet in height. Said Resolution and Ordinance and supporting materials are incorporated herein by reference.

On January 14, 2016, in response to a proposed height increase from 300 to 400 feet on Block 1, 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, ("Successor Agency" or "OCII") in conjunction with the Planning Department prepared an Addendum to the FEIR in accordance with CEQA Guidelines Section 15164 (the "Addendum").

On January 19, 2016, after a duly noticed public hearing, the Community Investment and Infrastructure Commission ("CCII") in Resolution No 2-2016, approved development actions for Block 1 and adopted the Addendum along with other environmental review findings pursuant to CEQA. A copy of the Addendum and CCII Resolution are on file with the Secretary of the Planning Commission and are incorporated herein by reference.

Based on this Commission's review of the FEIR and the Addendum, the Commission concurs that the analysis conducted and the conclusions reached in the FEIR remain valid and the proposed Block 1 height amendment will not cause new significant impacts not identified in the FEIR, and no new mitigation measures will be necessary to reduce significant impacts. Further, other than as described in the Addendum, no Block 1 changes have occurred, and no changes have occurred with respect to circumstances surrounding Block 1 that will cause significant environmental impact to which the height amendment will contribute considerably; and no new information has become available that shows the height amendment will cause significant environmental impacts not previously discussed in the FEIR, that significant effects previously examined will be substantially more severe than shown in the FEIR, or that mitigation measures or alternatives previously found infeasible are feasible, or that new mitigation measures or alternatives considerably different from those in the FEIR would substantially reduce significant impacts. Therefore, the Commission finds that no environmental review is required under CEQA other than the Addendum and hereby adopts CCII's environmental findings as its own.

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

As described below, the Project is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, **on balance, in-conformity** with the General Plan as further described in the analysis of the following Objectives and Policies of the General Plan:

Eight Priority Policies Findings

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 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 Plan Amendment will not affect existing housing and will help add to the City's housing stock. The proposed residential tower will transform former Embarcadero Freeway land into 391 dwelling units including 156 Below Market Rate Units affordable to households with income ranging between 80% to 120% of AMI.

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

   The Proposed Plan Amendment would increase the supply of affordable housing in San Francisco. The proposed increase in height would result in an additional 44 Below Market Rate Units that would not otherwise be provided under the existing height limit of 300'. The additional 44 BMR units would be affordable to households earning 100% AMI or 120% AMI.

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

   The Proposed Plan Amendment would not impede MUNI transit service or overburden the streets or neighborhood parking. The site of Block 1 Project is located very close to significant transit access, specifically within one block of the Transit Center and within three blocks of the Market Street transit corridor and the Ferry Building. The proposed additional height will result in $$500,000 in additional fees in transportation impact fees resulting to $2.4 million in Transportation Sustainability Fees.

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 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 1 currently is mostly vacant except for a small building that is currently being used as a sales center for Lumina, the two residential towers at 201 Folsom.

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

   The Proposed Plan Amendment will not affect the City's preparedness. The proposed Block 1 Project residential tower 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 Block 1 project does not include of a landmark or historic building and the Proposed 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 Plan Amendment would allow a taller residential tower to be built on the site of Block 1. This taller alternative would cast additional shadow on parks and open spaces compared to the existing 300' allowable height limit. As a part of the environmental review requirements, a thorough shadow study was conducted to evaluate the significance of the additional shadow on six existing and proposed public open spaces including Rincon Park, the proposed Transbay Park on the site of the current Temporary Transbay Terminal, and the Transit Center's rooftop City Park. No public parks subject to Section 295 of the Planning Code (i.e. under the jurisdiction of the Recreation and Parks Department) would be affected. While the most increase in Additional Annual Shading occurs on Spear Street Terrace, this increase is less than half of one percent and would only last 18 minutes on the days with the most shadows. Spear Street Terrace is the Privately Owner Public Open Space (POPOS) east of Spear Street north of the Gap Building. Rincon Park, along the waterfront, is the second park with the highest Additional Annual Shading, which only would increase by about third of one percent. This additional shading would last about 45 minutes on the days with the maximum shadow. The additional shadow would occur after the peak hour of lunch time in the afternoon and would mostly occur on a small portion of the San Francisco Bay Trail near the center of the park and over existing restaurant structures. Rincon Park, along the waterfront is the second park with the highest Additional Annual Shading, which only would increase by about third of one percent. This additional shading would last about 45 minutes on the days with the maximum shadow. The additional shadow would occur after the peak hour of lunch time in the afternoon and would mostly occur on a small portion of the San Francisco Bay Trail near the center of the park and over existing restaurant structures. This additional shadow was deemed not to be a significant environmental impact. The methodology used to evaluate the additional shadow mirrors the requirements of Section 295 of the Planning Code, otherwise known as the "Sunlight Ordinance" while the affected parks are not under the jurisdiction of Recreation and Parks Department and therefore not subject to this requirement.

General Plan Policy Findings

Staff analyzed the Proposed Amendment with regards to conformity to the General Plan under three major topics: urban form, affordable housing, and shadow analysis.

DOWNTOWN PLAN
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. (See Map 5)

Discussion

The Transbay Redevelopment Project Area Design for Development, completed in 2003, envisions transforming an area formerly containing the Embarcadero Freeway, its remaps and Terminal Separator Structure into a transit-oriented residential district in the heart of downtown. The Development Controls for this area, adopted in 2005, called for Zone 1 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." (For further discussion See Exhibit A, page 4: Community Identity and Built Form)

The proposed Amendment would result in a 400' residential tower on Block1, an additional 100' from what is currently allowed on the site. The taller tower would be compatible with San Francisco's future skyline. The city's skyline consists of tall towers immediately south of Market Street peaking with the 1,070'-tall future Transit Tower (under construction) at the Transit Center Terminal. South of Folsom Street the skyline consists of residential towers of 350' or 400' in the Rincon Hill area, rising up to a peak of approximately 600' on top of the Hill. These buildings on either side of Folsom Street include the Infinity Development, located immediately across Folsom Street from Block 1, with two towers of 350 feet and 400 feet. The 400-foot Infinity tower is along Spear Street, like the Block 1 tower, one block back from the buildings lining the Embarcadero. Further towards the west, the Lumina development, located immediately west of the Infinity building on Folsom Street between Main and Beale Streets, also includes two towers of 350 feet and 400 feet. These buildings were built after the Transbay Design for Development was completed and introduced a new context for the city's skyline south of Folsom Street. Folsom Street weaves the skyline of Rincon Hill together to the Downtown skyline. With the towers of 350 to 400 feet on the south of Folsom Street in Rincon Hill, staff finds that the proposed 400 feet on Block 1 blends with the city's skyline at the seam of Folsom Street, and provides a balance between north and south sides of Folsom.

The proposed Amendments are in conformance with the Downtown Plan and Map 5 as proposed for amendment in Case No. 2016.000003GPA. Map 5 was amended in 2006 to reference the Transbay Redevelopment Plan. However, Block 1 and portions of Block 2 in Map 5 were inadvertently excluded from the references included in the General Plan Amendments in 2005 and 2006. As a result Map 5 of the Downtown Plan is currently not consistent with the Zone 1 Plan Map in Transbay Redevelopment Plan. On January 14th, 2016, in Resolution No. 19549, the Planning Commission initiated the amendments to Map 5 to reference the Redevelopment Plan for all of the lots in Zone 1. For further discussion, see the case report for 2016.000003GPA on the Planning Commissions agenda for January 14th for initiation, and February 25th for adoption.

Policy 13.2

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

Discussion

The proposed building creates a sculptural form of undulating bays that vertically articulate and break down the scale of the facades. These vertical striations contribute to a sense of slenderness. Furthermore, the façade balances the faceted glass with a light color cladding to reduce the appearance of a dark, monolithic, and over powering

building. The top of the building will be crowned with a similarly sculptural, screened mechanical enclosure that would be illuminated at night and references the building form with a diaphanous material. Although the building conforms to the established bulk controls, the greater height proportionally enhances the slenderness. While the design is formally unique, the gesture is graceful without calling undue attention to itself.

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

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 2.4 **Transition heights downward from Mission Street to Folsom Street and maintain a lower "saddle" to clearly distinguish the downtown form from the Rincon Hill form and to maintain views between the city's central hills and the Bay Bridge.**

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.**

Discussion

Policies in both the Rincon Hill and the Transit Center District Plan emphasize on maintaining a separation in the skyline between Downtown and the Rincon Hill. This separation aims to create a sense of place and orientation of the neighborhoods when looking at the skyline, both from the Bay Bridge and from the hills and public vantage points to the west (such as Corona Heights, Twin Peaks, Dolores Park, etc.). Policy 2.5 specifically indicates that the separation area in the skyline, between Howard Street to north of Folsom Street, should "achieve a height no taller than 400 feet." The proposed Amendment would align with these policies in keeping the height no taller than 400 feet, the prevailing height of nearby buildings, such as the Infinity and Lumina buildings.

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.**

*****

D. Low buildings along the waterfront contribute to the gradual tapering of height from hilltops to water that is characteristic of San Francisco and allows views of the Ocean and the Bay. Larger buildings with civic importance, as evidenced by a vote of the people, providing places of public assembly and recreation may be appropriate along the waterfront at important locations.

Discussion

The Urban Design Element calls for low buildings along the waterfront and gradual tapering of height from hilltops to water. At 400 feet, the building would maintain a tapering down pattern from the 550 foot One Rincon tower on top of the Rincon Hill, down to the Block 1 site and further down to the Gap Building at 289 feet along the west edge of Embarcadero Blvd. From the north side, with the Transit Tower at over 1000 feet down to 181 Fremont at 700 feet , and further down to the proposed 400 foot tower on Block 1 would also maintain a tapering down pattern.

Recreation and Open Space Element
POLICY 1.9 Preserve sunlight in public open spaces.
******

Discussion

A thorough analysis of shadow impacts of the proposed Plan Amendment was conducted. The full analysis is included in Exhibit A of Attachment D to the Memorandum. The additional shadow impacts would not affect any parks and open spaces under the jurisdiction of the Recreation and Parks Department subject to Planning Code Section 295/Prop K, the "Sunlight Ordinance". Despite this, the study evaluated potential shadows on other parks and publicly-accessible spaces NOT owned by the Recreation and Parks Department to assess conformity with this Policy in the General Plan. Table 1 below illustrates that the most increase in Additional Annual Shading occurs on Spear Street Terrace. This increase is only less than half of one percent and would only last 18 minutes on the days with the most shadows. Spear Street Terrace is a Privately Owner Public Open Space ("POPOS") on east of Spear Street, north of the Gap Building. The primary use of this park is during lunch time. Rincon Park, along the waterfront is the second park with the highest Additional Annual Shading, which only would increase by about third of one percent. This additional shading would last about 45 minutes on the days with the maximum shadow. The additional shadow would occur after the peak hour of lunch time in the afternoon and would mostly occur on a small portion of the San Francisco Bay Trail near the center of the park and over existing restaurant structures. The two other spaces with increase just over a tenth of one percent are also POPOS: Howard and Fremont Plaza, and Main Street Plaza. The additional shadow on these spaces would occur during the early and mid-morning respectively. Potential shadow on the two largest future parks not yet constructed – City Park and Transbay Park – would be very limited, both with not more than 0.03% TAAS in the early morning hours. Staff finds this additional shadow is not significant and adverse to the use and enjoyment of these parks and public spaces and therefore in compliance with Policy 1.9 of the Recreation and Open Space Element of the General Plan as the policy specifically calls to "to maintain sunlight in these spaces during the hours of their most intensive use while balancing this with the need for new development to accommodate a growing population in the City."

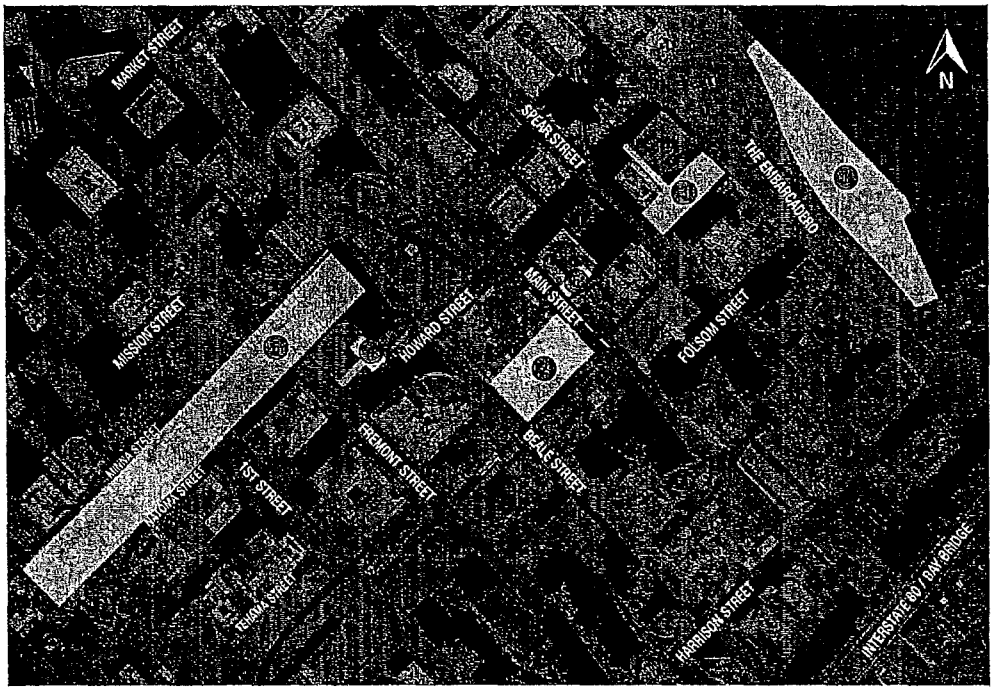
	Rincon Park	Transbay Park (Future)	Spear Street Terrace	Howard/Fremont Plaza	Main Street Plaza	Transbay Terminal Park (Future)
Type Of Park	Open To Public	Open To Public	Open To Public	Open To Public	Open To Public	Open To Public
Additional Days Per Year Shadow Would Be Caused By 400 Foot Tower Compared to 300 Foot Tower	28	None	28	43	None	70
Day(s) of Maximum Shadow	Feb 23 & Oct 18	June 21	Feb 23 & Oct 18	May 10 & Aug 2	May 10 & Aug 2	Apr 5 & Sep 6
Additional Duration of Shadow on Day of Maximum Shadow	45 mins	18 mins	18 mins	18 mins	44 mins	18 mins
Additional Annual Shading on Park/Open Space	.34%	.03%	.49%	.12%	.19%	.023%

Table 1 – Shadow Impact of the Proposed additional 100 feet on Parks and Open Spaces.

Open Spaces Analyzed for Shadow Impact

Proposed Project @ 160 Folsom / Transbay Block 1

Affected Open Spaces
- Rincon Park
- Transbay Park
- Spear Street Terrace
- Howard/Fremont Plaza
- Main Street Plaza
- Transbay Terminal Park



Area Map / Study Scope

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.

Discussion

The proposed Plan Amendment would result in an additional nine stories in the proposed residential tower on Block 1. Table 2 illustrates the changes in the number of units and number of affordable units as a result of the proposed change. The additional nine stories would allow a 23% increase in the total number of units provided. From these added units, 60% would be designated as BMR including 30 more units affordable to households earning 120% of AMI and 14 more units affordable to households earning 100% of AMI. At 120% of AMI, a household of four earns up to $122,300 annually, represented for example by two teachers with two children. At 100% of AMI, a household of four earns up to $101,000 annually and can be represented by a construction worker and a postal clerk with their two children. The proposed Plan Amendment would allow for an additional 73 households of moderate income to live in a neighborhood with superior access to public transportation. In total the proposed Amendment would result in about 40% of all the units within the entire Block 1 project.

Staff finds the proposed height amendment suitable for this area of Downtown first because of the convenient access to public transit. The proximity to a variety of transit options within the city and to the Bay Area would allow for sustainable development. The majority of the added units are designated to moderate income households, who would substantially benefit from the added options for homeownership in a transit-friendly neighborhood.

Secondly the location is suitable for additional 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 adopted 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 1 within the confines of maintaining a cohesive skyline as discussed in the previous section.

Table 2

OVERALL PROJECT	ENA (with 300' Tower)	Proposed (with 400' Tower)	Difference
Tower Height	300 feet	400 feet	100 foot increase
Stories	30	39	Additional 9 stories
Total Units	318 Units	391 Units	73 more units overall
Total BMR Units	112 BMR Units	156 BMR Units	44 more BMR Units
Overall Project Affordability	35%	40%	5% more overall affordability
Level of Affordability			
Podium	80% AMI (25 units) 90% AMI (26 units) 100% AMI (25 units)	80% AMI (25 units) 90% AMI (26 units) 100% AMI (25 units)	No change
Tower	100% AMI (36 units)	100% AMI (50 units) 120% AMI (30 units)	120% AMI tier added for 30 additional units in tower
Location of Tower BMR Units	Floors 1-3	Floors 1-26	BMR units interspersed in tower

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.

Discussion

The proposed Amendment would result in a 40% increase in the number of affordable units provided in the proposed Block 1 residential tower by providing 44 more BMR units (for a total of 156 BMR units) that would otherwise not be included in the existing 300' height limit. The affordable units in the proposed Block 1 project would provide homeownership options to households of moderate income as described earlier in this report. The proposed Amendment presents an innovative approach in securing funding for permanently affordable housing without traditional government subsidies[1]. In developing Zone 1, OCII provides subsidies through land sale to developers, where the developers pay for the price of land and OCII provides subsidies on a per unit basis. The original ENA for Block 1 also included such subsidy: the land was priced at $19.2 million and OCII was required to provide $20.9 million in subsidy to the developer for the affordable units in podium, over the course of construction. In the proposed terms, the developer would not pay cash for the land which would bring a saving of $1.7 million to the City.

The proposed Amendment would also increase the overall percentage of below market rate units from 35% of all units to 40% of all units. Section 5027.1 of the California Resources Code sets the minimum affordable housing requirement for the Transbay Redevelopment Plan Area as part of the State's negotiations with San Francisco related to the demolition of the Transbay Terminal and construction of a

[1]*Examples: CDLAC or TCAC.*

new terminal. This state law requires that at least 35% of all dwelling units developed within the boundary (both Zone 1 or Two) 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 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. In Zone 2, the Below Market Rate requirement is only 15% and therefore in Zone 1 rates higher than 35% is necessary to meet the State required average 35% of all dwelling units within both Zones. The proposed Amendment would help the City achieve this State requirement.

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.

Discussion

Zoning changes in the City occur through a community planning process for a neighborhood or sub-set of a neighborhood. The proposed Amendment was discussed with the OCII's Transbay Citizen's Advisory Committee and other outreach events in the community. In July 2014, the TCAC approved the terms of the ENA for the Block 1 Project, which included the proposed height increase. In 2014 and 2015, the Developer also sponsored four community and town hall meetings in the neighborhood (July 2014, August 2014, November 2015, January 2016). Staff finds the proposed height change to serve the public good through additional affordable housing units and transit-oriented development.

The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed environmental findings and findings of General Plan conformity on February 25, 2016.

NOW THEREFORE BE IT RESOLVED, 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 resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on February 25, 2016.

Jonas Ionin

Acting Planning Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Executive Summary
Adoption of General Plan Map Amendment
HEARING DATE: FEBRUARY 25TH , 2016

Project Name:	**Adoption of General Plan Amendment for Map 5 of the Downtown Plan**
Case Number:	2016-000003GPA
Initiated by:	Planning Commission
Staff Contact:	Kimia Haddadan, Citywide Kimia.haddadan@sfgov.org , 415-575-9068
Reviewed by:	Joshua Switzky, Senior Planner Joshua.Switzky@sfgov.org, 415-575-6815
Recommendation:	**Adoption**

The Proposed Ordinance would amend the General Plan by revising Map 5 of the Downtown Area Plan to include a note stating that the proposed height and bulk districts on Assessor Block 3740, lots 027, 029, 030, 031, and 032 (collectively referred to in the Redevelopment Plan as "Transbay Block 1") and Assessor Block 3739, lot 004 (portion of Transbay Block 2) within the Transbay Redevelopment Project Area shall be consistent with those provided in the Transbay Redevelopment Plan development controls. For the location of these parcels see two maps in Exhibit B.

The Way It is Now

The maximum height limit of Transbay Block 1 is set as 300 feet in the Transbay Redevelopment Plan and Map 5 of the Transbay Development Controls. However, Map 5 of the Downtown Plan indicates the height of Block 1 as 200 feet, a height limit set prior to the adoption of the Transbay Redevelopment Plan in 2006. A notation was added to Map 5 of the Downtown Plan in 2006 to defer the zoning and height regulations of parcels within Zone 1 to the Transbay Redevelopment Plan. However, this notation inadvertently excluded six blocks, five of which comprise Transbay Block 1. The other lot is located within Tranbay Block 2.

The Way it Would Be

Map 5 of the Downtown Plan will be corrected and cleaned up. A new notation will be added to Map 5 to fulfil the intention of the original amendment to this Map in 2006 to defer the height and zoning designation of *all* parcels within Zone 1 to the Transbay Redevelopment Plan.

Background

The Transbay Redevelopment Plan ("Plan") adopted in 2005 and amended in 2006, later in 2015[1] laid out development controls for parts of Downtown adjacent to the Transbay Terminal within two major zones: Zone 1 and Zone 2 (See Exhibit A). The Plan changed the development controls, including height limits, on several parcels within Zone 1 of the Plan area (See Exhibit C & D) . Zone 1 consists of primarily publicly-owned parcels along Folsom Street that formerly housed the now-demolished Embarcadero Freeway. Jurisdiction over entitlements for development activity on in Zone 1 is held by the Office of Community Investment and Infrastructure ("OCII", the former Redevelopment Agency). Jurisdiction over Zone 2 remains with the Planning Department and is subject to the Planning Code and Zoning Maps.

The Ordinances adopting the Redevelopment Plan in 2006 included relevant General Plan Amendments that reflected the height and zoning changes. Map 5 of the Downtown Plan, which identified recommended height and bulk limits in the Downtown, was amended with a notation: *'Remove 80-x label from freeway lands in Transbay and replace with notation that says "See Redevelopment Plan Development Controls.'* (See Exhibit E & F)

With this notation the General Plan defers the zoning and height designation for Zone 1 parcels to the Transbay Redevelopment Plan. The amendment to Map 5 intended to reflect height changes to all parcels within the Zone 1 of the Transbay Redevelopment Plan. Prior to the adoption of the Transbay Redevelopment Plan in 2006, the lots within the boundary of Zone 1 were mostly zoned for 80-x height limit, along with six lots that were in the 200-x height zone (See Exhibit F & G). However, the notation added to Map 5 in 2006 inadvertently excluded six lots that are within the original 200-x height zone. The excluded lots are: Transbay Block 1 (block 3740, lots 027, 029, 030, 031, and 032) and one lot in Transbay Block 2 (block 3739, lot 004). Exhibit C & D show the Zone 1 Plan Map in the Transbay Redevelopment Plan adopted in 2006. This map shows the maximum height limit for Transbay Block 1 as 300 feet. Comparing this map with the Map 5 of the Downtown Plan illustrates that the General Plan is currently out of synch with the adopted Redevelopment Plan.

The proposed amendment would correct and clean up Map 5 of the Downtown Plan by adding another notation to Map 5: *Remove the 200-S label from Assessor Block 3740, lots 027, 029, 030, 031, and 032 and Assessor Block 3739 Lot 004 and replace it with a notation that states "See Transbay Redevelopment Plan Development Controls."*
This notation would fulfil the intention of the original amendment to Map in 2006 to defer the height and zoning designation of *all* parcels within Zone 1 to the Transbay Redevelopment Plan.

[1] Ordinances No. 124-05 (June 21, 2005) and No. 99-06 (May 9, 2006), as amended by Ordinance No. 84-15, (June 18, 2015)

On January 14, 2016 the Planning Commission adopted Resolution No. 19549 to initiate the proposed General Plan Amendments.

Issues and Considerations:

The Department identified the inconsistency between the existing height limits of these six parcels with the Map 5 of the Downtown Plan upon reviewing a recent General Plan Referral.
In September 2015, OCII filed a General Plan Referral (Case No. 2015.012730GPR) with the Planning Department for a Redevelopment Plan Amendment that would change the height of Transbay Block 1 from 300′ to 400′. In review of the General Plan conformity for OCII's new proposed amendment, staff noticed the error in Downtown Plan's Map 5 and its inconsistency with the adopted heights per the Transbay Redevelopment Plan within Transbay Block 1.
On January 19, 2015 the OCII Commission adopted the proposed new amendments to the Transbay Redevelopment Plan to change the maximum height limits of Transbay Block 1 from 300 feet to 400 feet. The General Plan Referral for the amendment is also before the Planning Commission on February 25th (See Case No.2015.012730GPR)

In order to find General Plan conformity for the new amendments to Block 1, the Department believes that Map 5 of the Downtown Plan should be in synch with the City's existing height limits for Block 1 per the adopted Transbay Redevelopment Plan in 2006. The one lot in the Transbay Block 2 (Block 3739, lot 004) also is being included in the amendments to Map 5 of the Downtown Plan to clean up and fix this map for the entirety of Zone 1 so that it conforms with the intent of the original Transbay Redevelopment Plan actions from 2005 and 2006.

Therefore the General Plan Amendments to Map 5 of the Downtown Plan, while related and necessary to the General Plan Referral (Case No. 2015.012730GPR), would merely correct and clean up Map 5 to *fully* reflect adopted changes to Zone 1 in 2006.

Environmental Review

The Final Environmental Impact Report for the Transbay Redevelopment Plan was certified by the Planning Commission Motion No. 16733 on April 22, 2004 and there have been subsequent addenda to address minor project modifications. This proposal to address the discrepancy between the current Map 5 of the Downtown Plan and original Transbay Redevelopment Plan actions from 2005 and 2006 is covered by the abovementioned environmental analysis.

PUBLIC COMMENT

As of the date of this report, the Planning Department has received no written public comment about this Ordinance. Public comments were provided at the Initiation hearing at the Planning Commission on January 14th, 2016.

Attachments:

Exhibit A: Transbay Redevelopment Plan Zone 1 and Two
Exhibit B: Six Parcels Subject to the General Plan Amendment
Exhibit C: Zone 1 Plan Map from the Transbay Redevelopment Plan
Exhibit D: Development Controls and Design Guidelines for Transbay Redevelopment Project
Exhibit E: Existing Map 5 of the Downtown Plan
Exhibit F: Map 5: Location of Parcels Subject to the Proposed General Plan Amendment
Exhibit G: Amendments Made to the Map 5 of the Downtown Plan in 2006 Related to the Transbay Redevelopment Plan
Exhibit H: Proposed Revisions to the Map 5 of the Downtown Plan
Exhibit I: Draft Planning Commission Resolution
Exhibit J: Draft Ordinance for the General Plan Amendment
Exhibit K: Planning Commission Resolutions Nos. 16906, 16907 in 2006

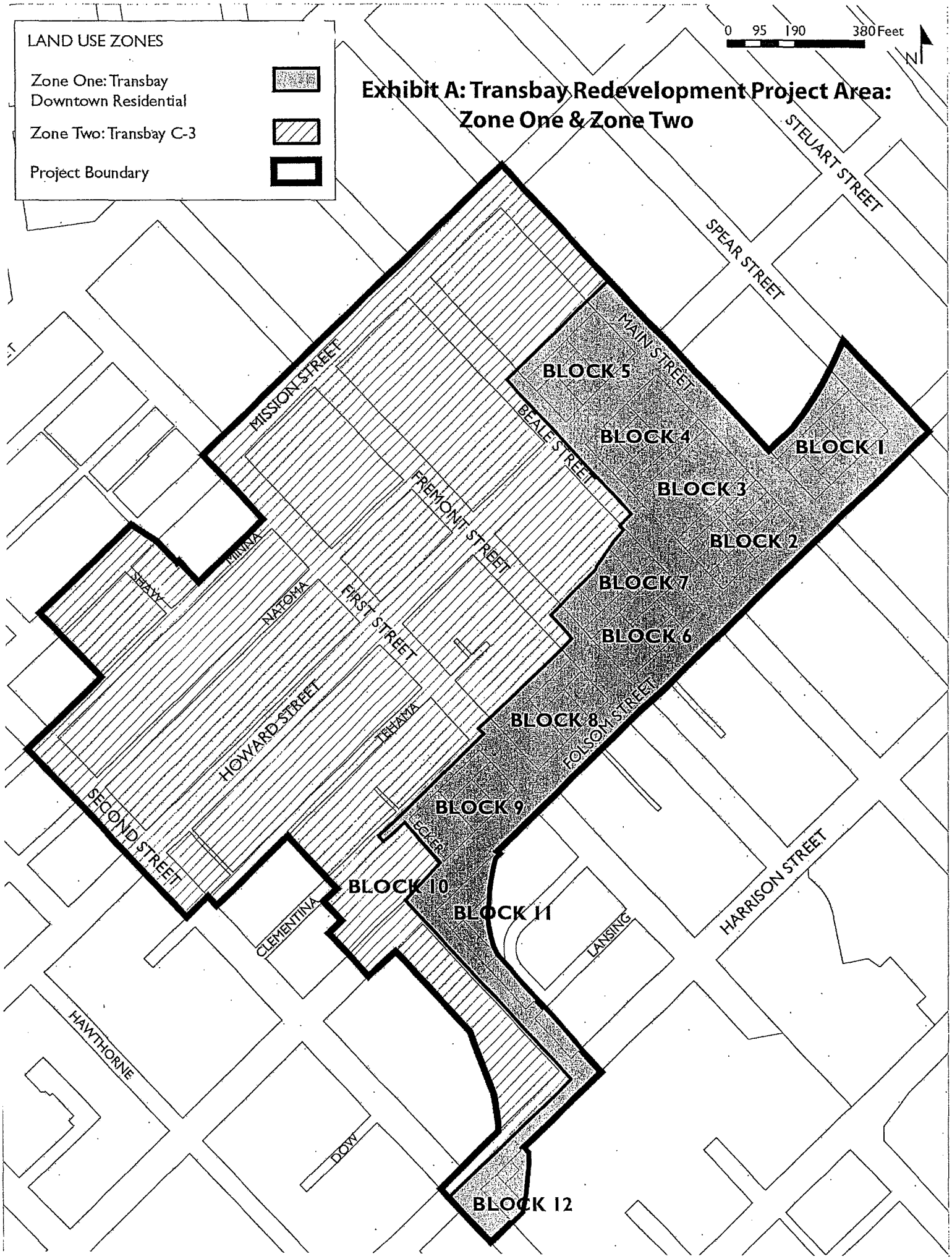
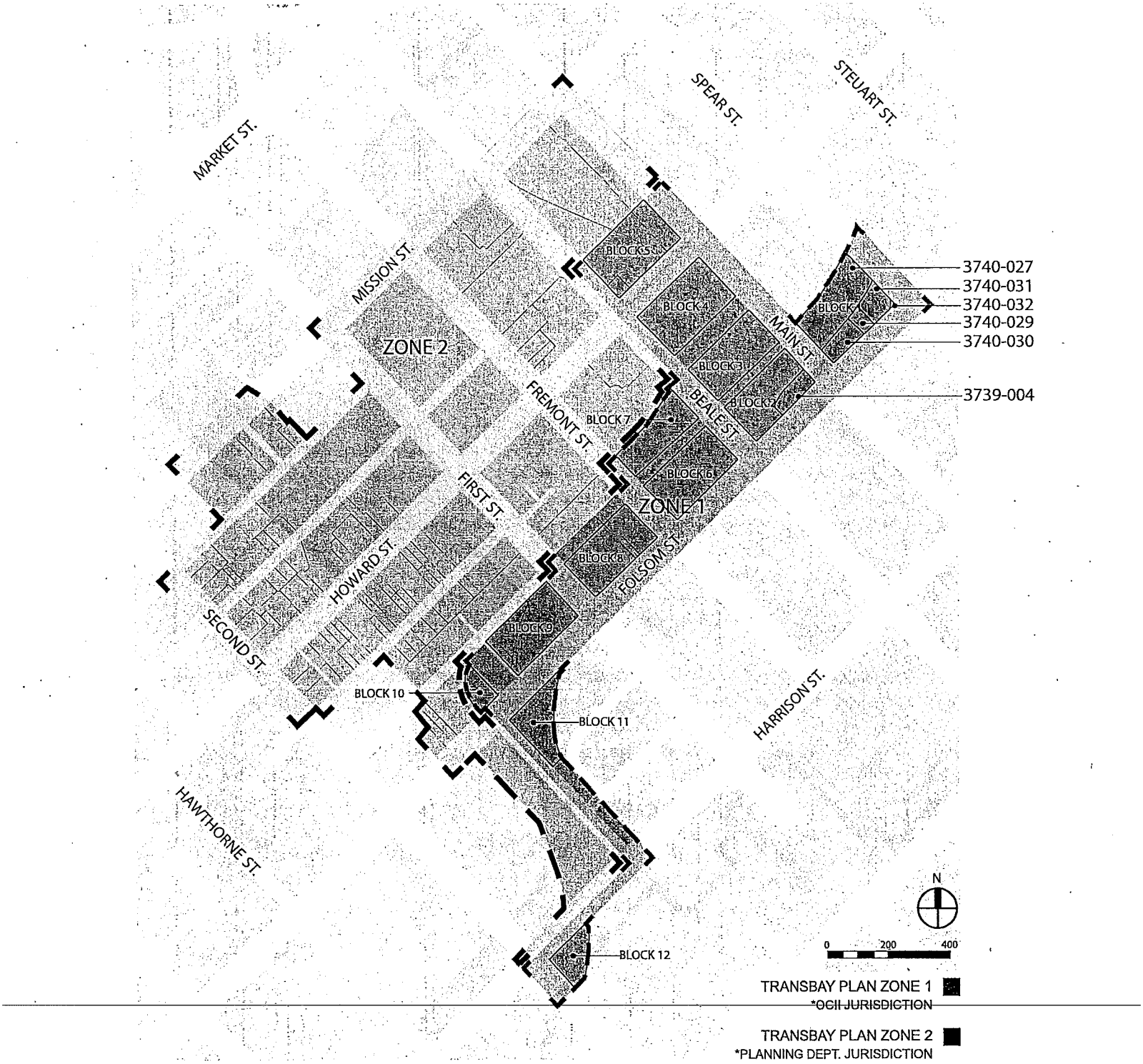

LAND USE ZONES
Zone One: Transbay Downtown Residential
Zone Two: Transbay C-3
Project Boundary
0 95 190 380 Feet
N
Exhibit A: Transbay Redevelopment Project Area:
Zone One & Zone Two
STEUART STREET
SPEAR STREET
MAIN STREET
BEALE STREET
FREMONT STREET
MISSION STREET
BLOCK 5
BLOCK 4
BLOCK 1
BLOCK 3
BLOCK 2
BLOCK 7
BLOCK 6
BLOCK 8
FOLSOM STREET
BLOCK 9
ESSEX
HARRISON STREET
BLOCK 10
BLOCK 11
LANSING
CLEMENTINA
HOWARD STREET
TEHAMA
FIRST STREET
NATOMA
MINNA
SHAW
SECOND STREET
HAWTHORNE
DOW
BLOCK 12

Exhibit B: Six Parcels Subject to the General Plan Amendment



GENERAL PLAN AMENDMENT SUBJECT PARCELS

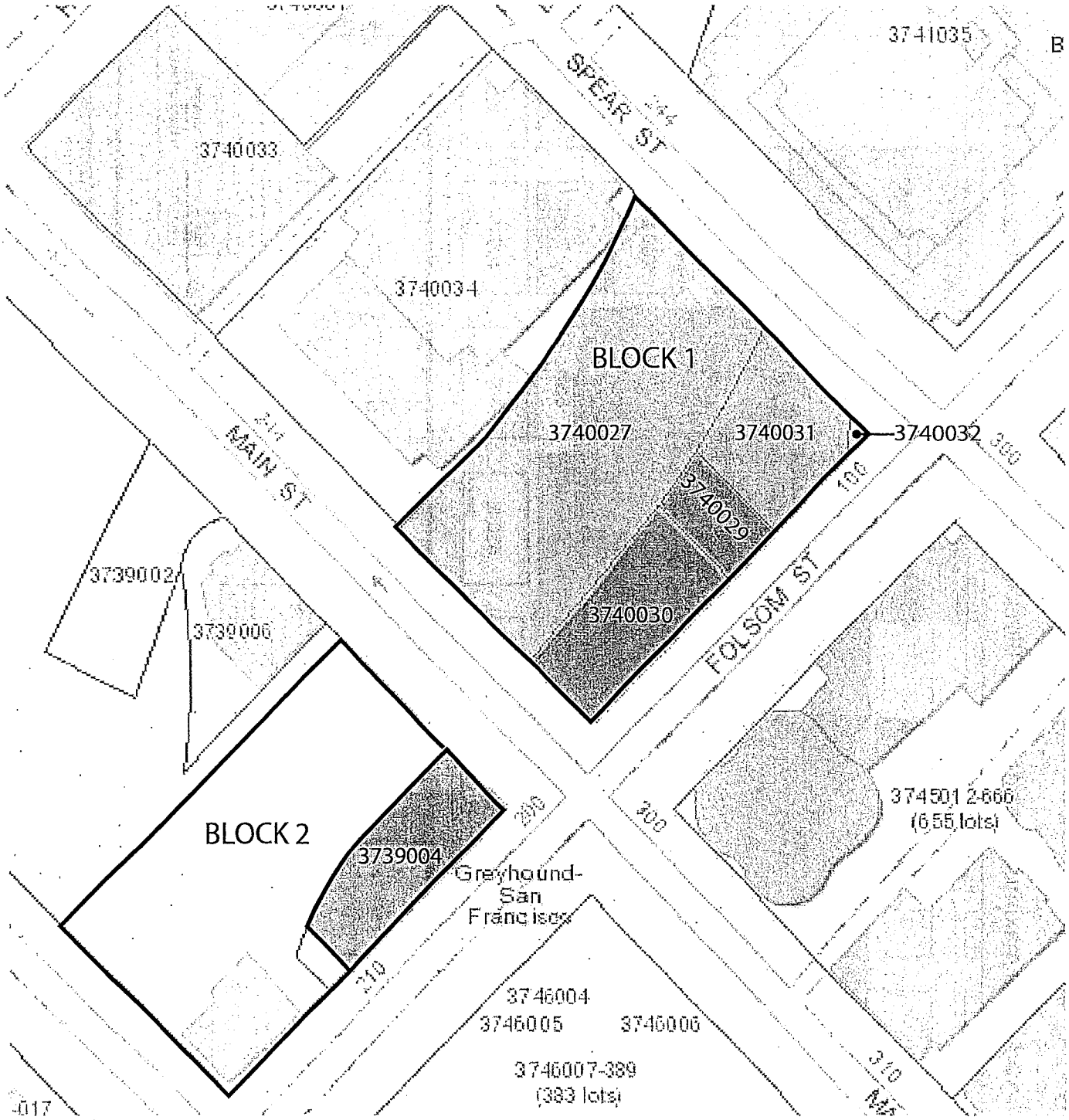


Exhibit C- Zone One Plan Map from the Transbay Redevelopment Plan

The existing adopted maximum height limit for Block 1 parcels is 300 feet in the Transbay Redevelopment Plan.

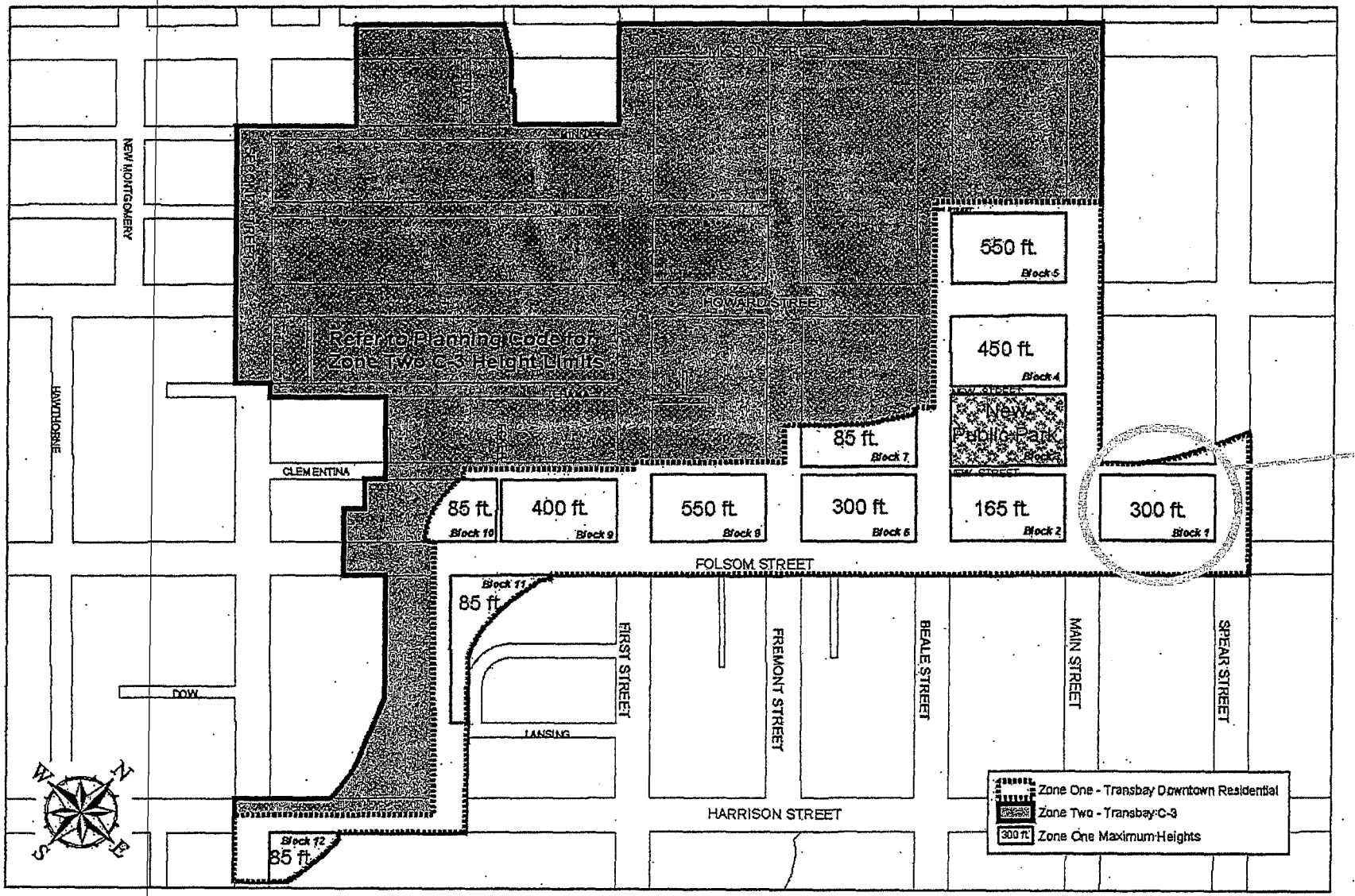


Exhibit 4 : Zone One Plan Map

Transbay Redevelopment Project Area

Exhibit D- Developmnet Controls and Design Guidelines for Transbay Redevelopment Project

The Transbay Development Contorls shows the maximum allowed height for Block 1 Parcels as 300 feet for the tower parcel within Block 1 .

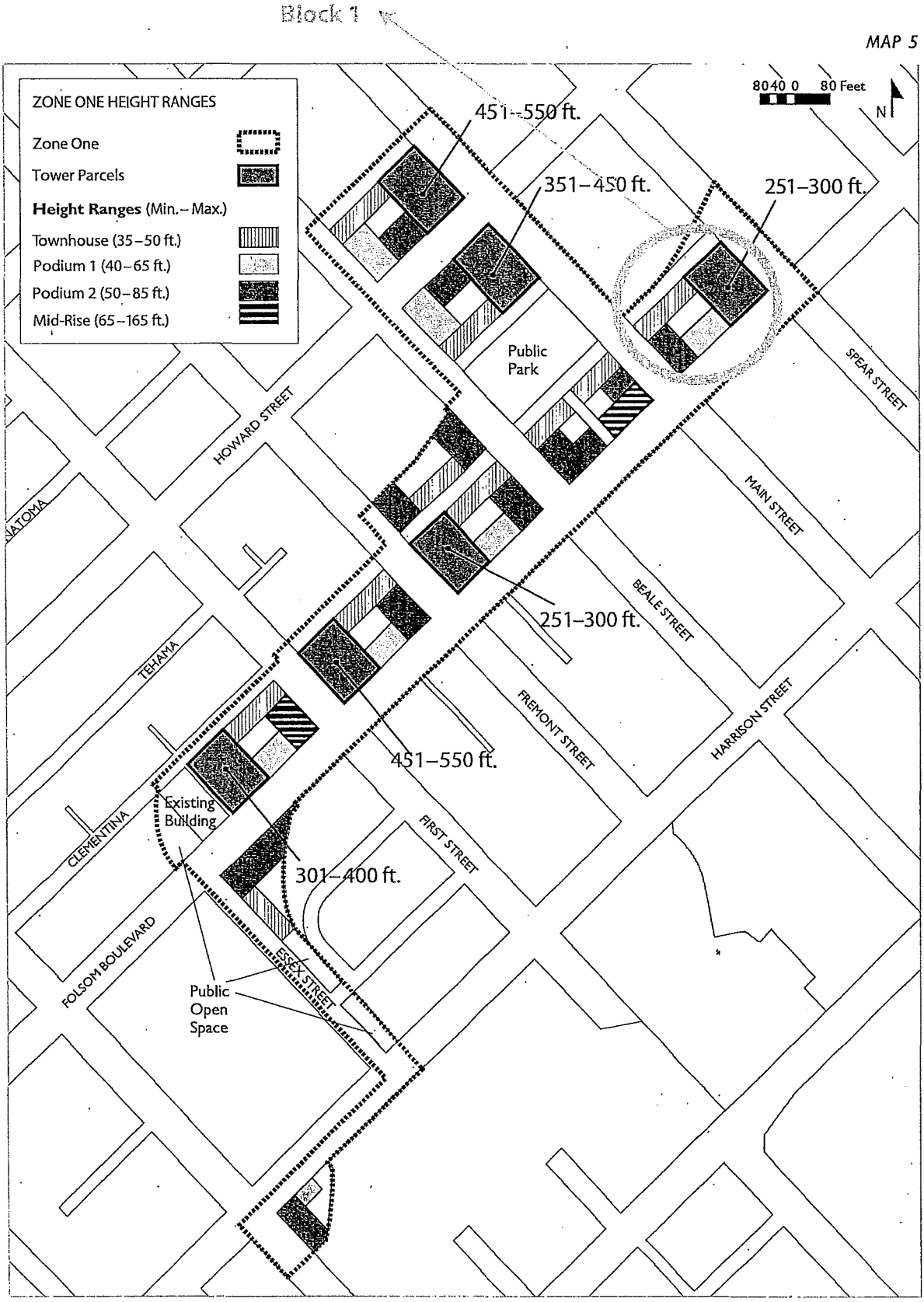
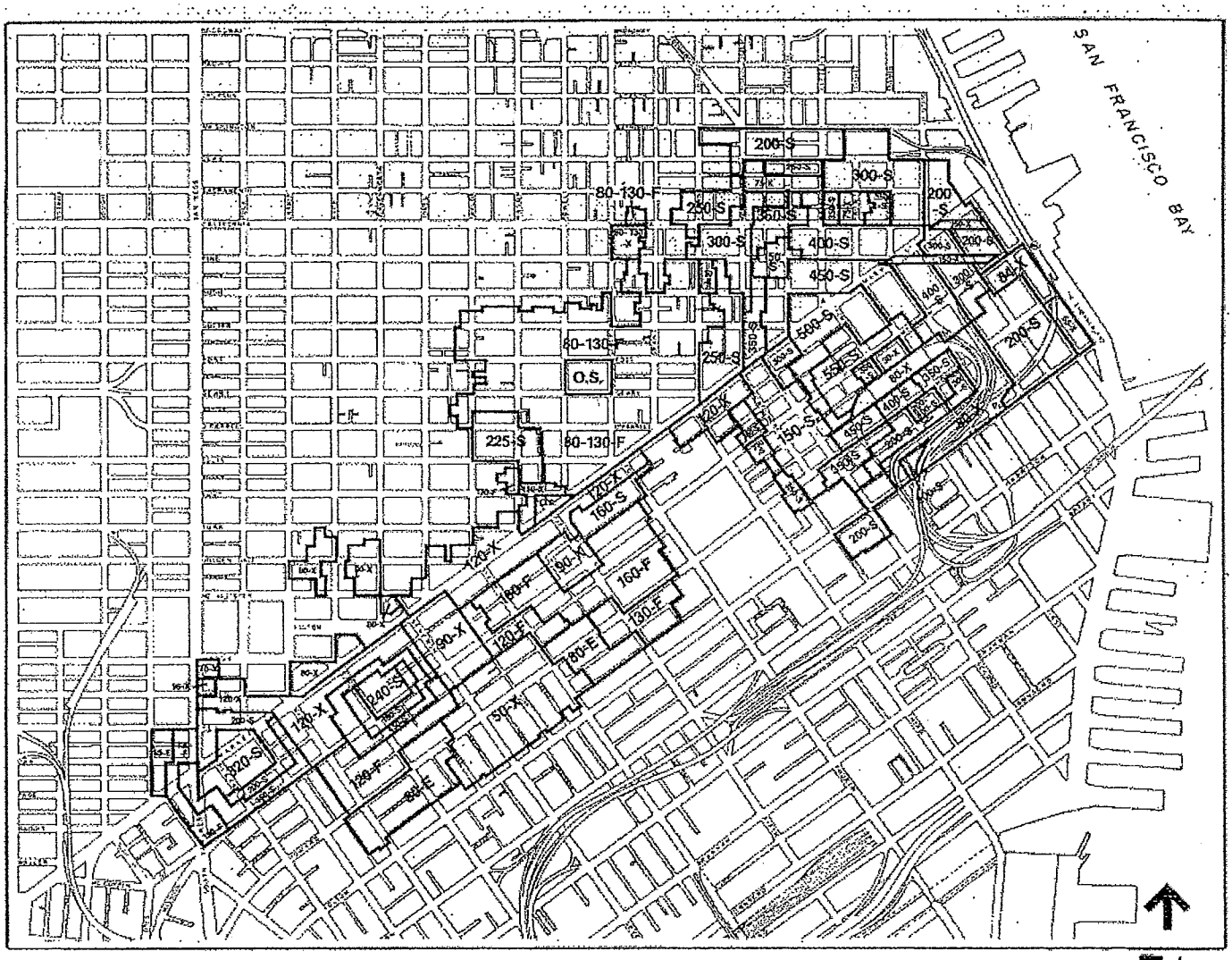


EXHIBIT E

EXISTING MAP 5 OF THE DOWNTOWN PLAN



PROPOSED HEIGHT AND BULK DISTRICTS

Map 5

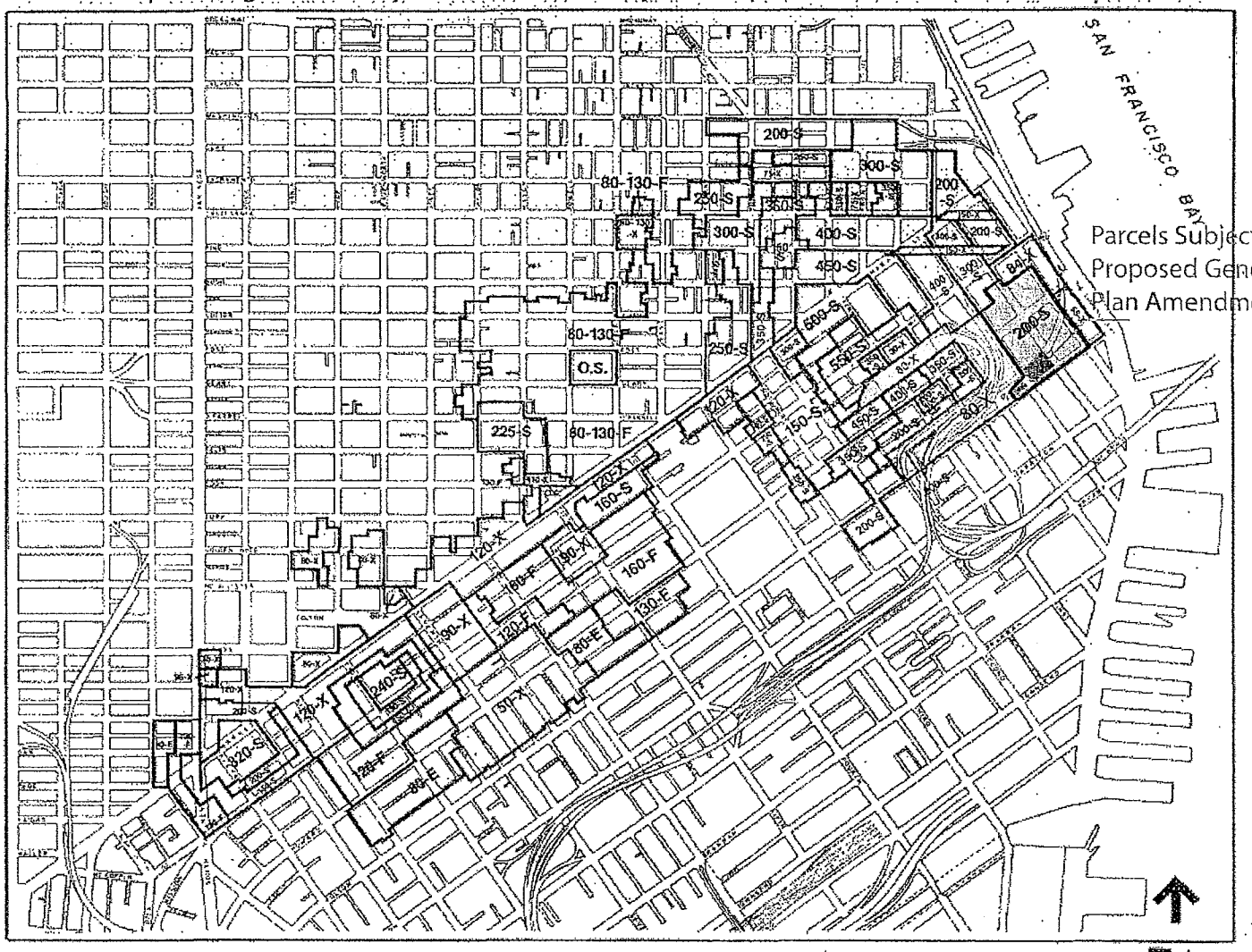
MAP TO BE EDITED

- *Remove 80-X label from freeway lands in Transbay and replace with notation that says "See Transbay Redevelopment Plan Development Controls"*
- *Reclassify height and bulk limits of Lot 063 in Assessor's Block 3701 from 120-X to 200-S.*
- *Reclassify height and bulk limits of Lot 006 in Assessor's Block 031, currently zoned C-3-O at the corner of Market Street Kearny Street and Geary Avenue (690 Market St) to 285-S.*
- *Reclassify height and bulk limits of Lots 039, 051, 052 and 053 in Assessor's Block 3702, as well as a portion of the former Jesse Street, from 120-X, 150-S and 240-S to 160-X, 180-X and 240-S. (2006.1343)*
- ~~*Reclassify height and bulk limits of Lot 047 in Assessor's Block 3735 from 150-S to 250-S. (2004.0852)*~~
- *Reclassify height and bulk limits of Lot 003 in Assessor's Block 0312 from 80-130-F to 150-X. (2004.0165)*
- *Reclassify height and bulk limits of Lot 066 in Assessor's Block 3724 from 160-F to 320-S. (2000.790)*
- *Reclassify height and bulk limits of the west corner of Lot 063 in Assessor's Block 3735 from 150-S to 350-S, consistent with the rest of the Lot.*

NOTE: The notations shown in italics represent recent amendments to the General Plan. This map is intended only as a temporary placeholder; and will be replaced by final maps illustrating these amendments in graphic form.

EXHIBIT F: MAP 5 LOCATION OF I CELS SUBJECT TO PROPOSED GENERA AN AMENDMENT

Parcels proposed for General Plan Amendment are within the 200-S height zone in Map 5. This is inconsistent with the adopted height for these parcesl in the Transbay Redevelpoment Plan (Exhibit C & D)



PROPOSED HEIGHT AND BULK DISTRICTS

Map 5

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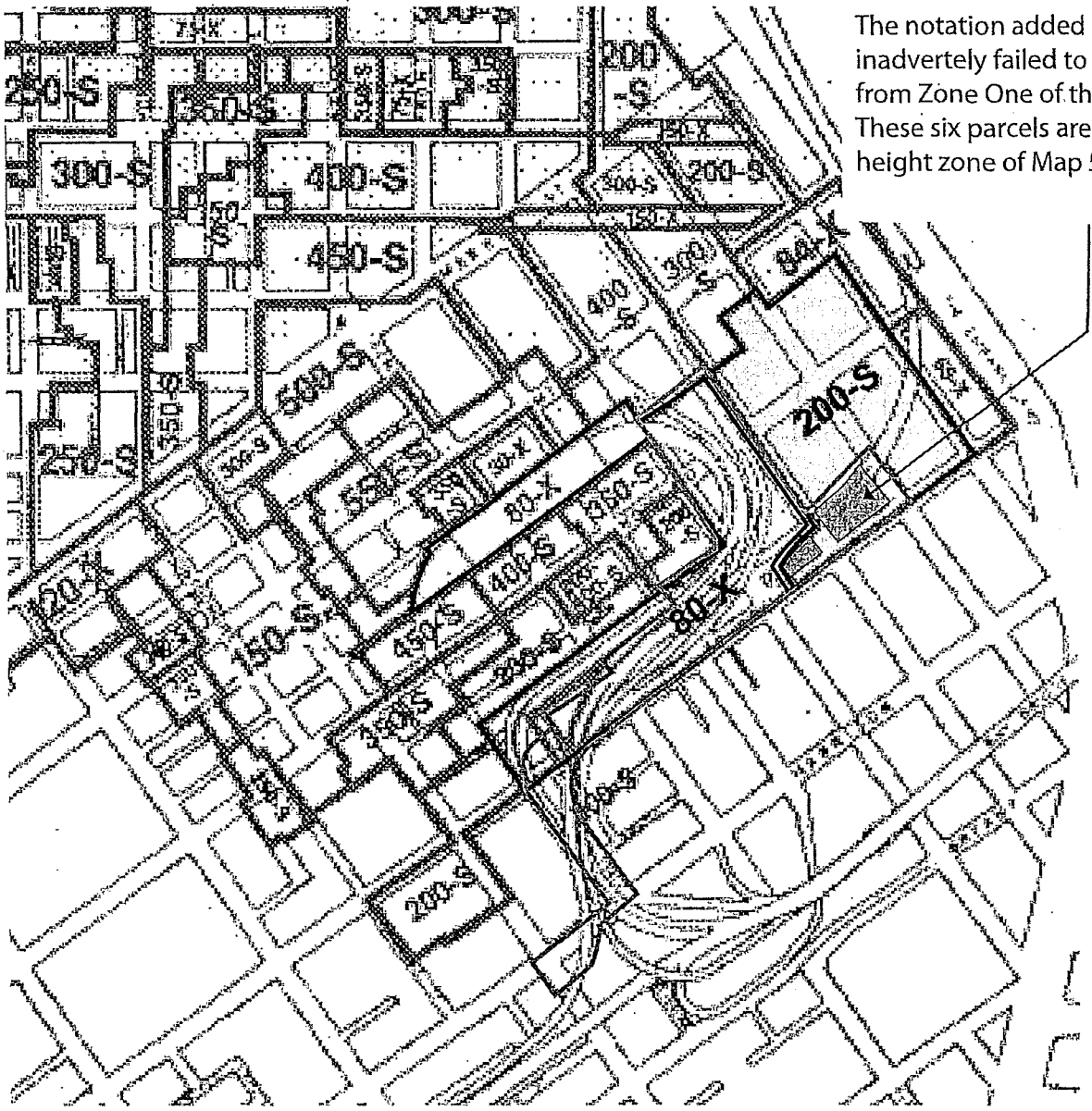
200-s Height Zone in Map 5

80-x Height Zone in Map 5

NOTE: The notations shown in italics represent recent amendments to the General Plan. This map is intended only as a temporary placeholder, and will be replaced by final maps illustrating these amendments in graphic form.

Exhibit G: Amendments Ma to the Map 5 of the Downtown P in 2006 Related to the Transbay Redevelopment Plan

The notation added in 2006 (see below) inadvertely failed to include six parcels from Zone One of the Transbay Plan. These six parcels are in the 200-S height zone of Map 5.



NOTATION ADDED IN 2006 AS PART OF THE 2006 TRANSBAY REDEVELOPMENT PLAN AMENDMENT

MAP TO BE EDITED

- *Remove 80-X label from freeway lands in Transbay and replace with notation that says "See Transbay Redevelopment Plan Development Controls"*
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0 400FT

Transbay Zone One Boundary

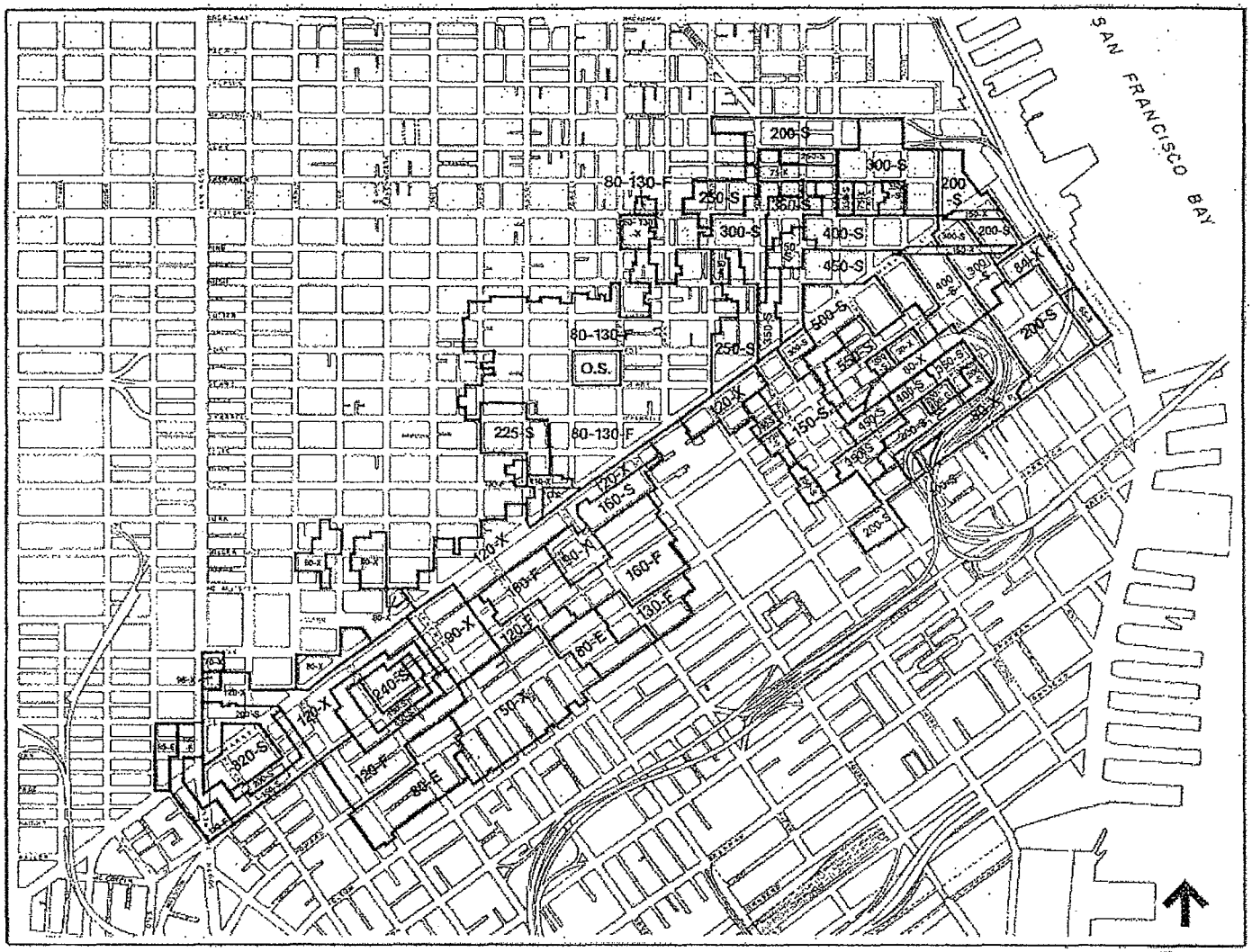
200-s Height Zone in Map 5

80-x Height Zone in Map 5

NOTE: The notations shown in italics represent recent amendments to the General Plan. This map is intended only as a temporary placeholder; and will be replaced by final maps illustrating these amendments in graphic form.

EXHIBIT H

PROPOSED REVISION TO MAP 5 OF THE DOWNTOWN AREA PLAN



PROPOSED HEIGHT AND BULK DISTRICTS

Map 5

MAP TO BE EDITED

- *Remove the 200-S label from Assessor's Block 3740, Lots 027, 029, 030, 031, 032 and Assessor's Block 3739, Lot 004 and replace it with a notation that states "See Transbay Redevelopment Plan Development Controls"*
- *Remove 80-X label from freeway lands in Transbay and replace with notation that says "See Transbay Redevelopment Plan Development Controls"*
- *Reclassify height and bulk limits of Lot 063 in Assessor's Block 3701 from 120-X to 200-S.*
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SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Draft Planning Commission Resolution

HEARING DATE:FEBRUARY 25, 2016

Project Name:	**General Plan Amendment for Map 5 of the Downtown Plan**
Case Number:	2016-000003GPA
Initiated by:	Planning Commission
Staff Contact:	Kimia Haddadan, Citywide Kimia.haddadan@sfgov.org , 415-575-9068
Reviewed by:	Joshua Switzky, Senior Planner Joshua.Switzky@sfgov.org, 415-575-6815
Recommendation:	**Recommend Approval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT A PROPOSED ORDINANCE AMENDING THE GENERAL PLAN BY REVISING MAP 5 OF THE DOWNTOWN AREA PLAN TO INCLUDE A NOTE STATING THAT THE PROPOSED HEIGHT AND BULK DISTRICTS ON ASSESSOR'S BLOCK 5 3740, LOTS 027, 029, 030, 031, AND 032 (TRANSBAY BLOCK 1) AND ASSESSOR'S BLOCK 3739, LOT 004 WITHIN THE TRANSBAY REDEVELOPMENT PROJECT AREA SHALL BE CONSISTENT WITH THOSE PROVIDED IN THE TRANSBAY REDEVELOPMENT PLAN DEVELOPMENT CONTROLS; AND MAKING FINDINGS, INCLUDING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

PREAMBLE

WHEREAS, The Transbay Redevelopment Plan ("Plan") adopted in 2005 and amended in 2006 laid out development controls for parts of downtown adjacent to the Transbay Terminal within two major zones: Zone 1 and Zone 2. The Plan changed the development controls, including height limits, on several parcels within Zone 1 of the Plan area. Zone 1 consists of primarily publicly-owned parcels along Folsom Street that formerly housed the now-demolished Embarcadero Freeway; and

WHEREAS, The Final Environmental Impact Report for the Transbay Redevelopment Plan was certified by the Planning Commission Motion No. 16733 on April 22, 2004.

WHEREAS, On June 15, 2004, the Board of Supervisors approved Motion No. M04-67 affirming the Planning Commission's certification of the final environmental impact report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("FEIR") in compliance with the California Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et seq.) A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 040629 and is incorporated herein by reference;

WHEREAS, The Board of Supervisors in Resolution No. 612-04, adopted environmental findings in relation to the Transbay Terminal, Caltrain Downtown Extension, and Transbay Redevelopment Plan. Copies of said Resolution and supporting materials are in the Clerk of the Board of Supervisors File No. 041079. The Board of Supervisors in Ordinance No. 124-05, as part of its adoption of the Transbay Redevelopment Plan, adopted additional environmental findings. Copies of said Ordinance and supporting materials are in the Clerk of the Board of Supervisors File No. 050184. The FEIR analyzed development on Transbay Redevelopment Project Area Block 1 of a project extending up to 300 feet in height. Said Resolution and Ordinance and supporting materials are incorporated herein by reference;

WHEREAS, On January 14, 2016, in response to a proposed height increase from 300 to 400 feet on Block 1, 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, ("Successor Agency" or "OCII") in conjunction with the Planning Department prepared an Addendum to the FEIR in accordance with CEQA Guidelines Section 15164 (the "Addendum");

WHEREAS, On January 19, 2016, after a duly noticed public hearing, the Community Investment and Infrastructure Commission ("CCII") in Resolution No 2-2016, approved development actions for Block 1 and adopted the Addendum along with other environmental review findings pursuant to CEQA. A copy of the Addendum and CCII Resolution are on file with the Secretary of the Planning Commission and are incorporated herein by reference;

WHEREAS, Based on this Commission's review of the FEIR and the Addendum, the Commission concurs that the analysis conducted and the conclusions reached in the FEIR remain valid and the proposed Block 1 height amendment will not cause new significant impacts not identified in the FEIR, and no new mitigation measures will be necessary to reduce significant impacts. Further, other than as described in the Addendum, no Block 1 changes have occurred, and no changes have occurred with respect to circumstances surrounding Block 1 that will cause significant environmental impact to which the height amendment will contribute considerably; and no new information has become available that shows the height amendment will cause significant environmental impacts not previously discussed in the FEIR, that significant effects previously examined will be substantially more severe than shown in the FEIR, or that mitigation measures or alternatives previously found infeasible are feasible, or that new mitigation measures or alternatives considerably different from those in the FEIR would substantially reduce significant impacts. Therefore, the Commission finds that no environmental review is required under CEQA other than the Addendum and hereby adopts CCII's environmental findings as its own.

WHEREAS, The Ordinances adopting the Redevelopment Plan in 2006 included relevant General Plan Amendments that reflected the height and zoning changes. Map 5 of the Downtown Plan, which identified recommended height and bulk limits in the Downtown, was amended with a notation: *'Remove 80-x label from freeway lands in Transbay and replace with notation that says "See Redevelopment Plan Development Controls.'* With this notation the General Plan defers the zoning and height designation for Zone 11 parcels to the Transbay Redevelopment Plan. The amendment to Map 5 intended to reflect height changes to all parcels within the Zone 1 of the Transbay Redevelopment Plan. Prior to the adoption of the Transbay Redevelopment Plan in 2006, the lots within the boundary of Zone 1 were mostly zoned for 80-X height zone, along with six lots that were in the 200-X height zone (See Exhibit F & G). However, the notation added to Map 5 in 2006 inadvertently excluded six lots in Zone 1 that are within the original 200-X height zone and for which the Redevelopment Plan included different height limits. The excluded lots are: Transbay Block 1 (Assessor Block 3740, lots 027, 029, 030, 031, and 032) and one lot in Transbay Block

2 (Assessor Block 3739, lot 004). Exhibits C & D shows the Zone 1 Plan Map in the Transbay Redevelopment Plan adopted in 2006. This map shows the maximum height limit for Transbay Block 1 as 300 feet. Comparing this map with the Map 5 of the Downtown Plan illustrates that the General Plan is currently out of synch with the adopted Redevelopment Plan currently in effect.

WHEREAS, The proposed amendment would correct and clean up Map 5 of the Downtown Plan by adding another notation to Map 5: *Remove the 200-S label from Assessor Block 3740, lots 027, 029, 030, 031, and 032 and Assessor Block 3739 Lot 004 and replace it with a notation that states "See Transbay Redevelopment Plan Development Controls."* This notation would complete the intention of the original amendment to the subject General Plan Map in 2006 to defer the height and zoning designation of *all* parcels within Zone 1 to the Transbay Redevelopment Plan.

WHEREAS, On January 14, 2016 the Commission adopted a Motion of Intent to Initiate the proposed amendments to the Map 5 of the Downtown Plan (Resolution No. 19549);

MOVED, that the Commission hereby ***adopts*** this Resolution to recommend approval of the draft Ordinance to the Board of Supervisors; and

FINDINGS

The proposed General Plan Amendment would correct and clean up Map 5 of the Downtown Plan to reflect the existing adopted heights for Transbay Block 1 (Block 3740, lots 027, 029, 030, 031, and 032) and one lot in Transbay Block 2 (Block 3739, lot 004). For original Planning Code Section 101 Findings of the Transbay Redevelopment Plan in 2006 See Exhibit xx, Resolution No. 16906 for the General Plan Amendments related to the Transbay Redevelopment Plan and 16907 for General Plan Consistency of the Transbay Redevelopment Project. These Resolutions are incorporated herein by reference (See Exhibit K). In addition, the proposal is consistent with the General Plan and Planning Code Section 101.1 for the following reasons.

Planning Code Section 101 Findings.

The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code 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 General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect neighborhood-serving retail uses.

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

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the existing housing and neighborhood character.

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

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the supply of affordable housing.

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

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the existing housing and neighborhood character.

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 resident employment and ownership in these sectors be enhanced;

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the diverse economic base of the city.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;
The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the City's preparedness for earthquake.

7. That the landmarks and historic buildings be preserved;

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would 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 General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect parks and open space.

General Plan Compliance. The proposed Ordinance and the Commission's recommended modifications are is consistent with the following Objectives and Policies of the General Plan:

Planning Code Section 340 Findings. The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 340.

I hereby certify that the foregoing RESOLUTION was ADOPTED by the San Francisco Planning Commission on February 25, 2016.

Jonas Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

Exhibit K:

- **Resolution 16906: General Plan Amendments related to the Transbay Redevelopment Plan in 2006**
- **Resolution 16907: General Plan Consistency for the Transbay Redevelopment Plan, the Development Controls and Design Guidelines in 2006**

SAN FRANCISCO
PLANNING COMMISSION

RESOLUTION NO. 16906

WHEREAS, on December 5, 1994, by Resolution No. 1022-94, the San Francisco Board of Supervisors designated the Transbay Area as a Redevelopment Survey Area pursuant to California Health and Safety Code Section 33310.

In 1996, the Redevelopment Agency, the Planning Department, and consultants engaged in a public workshop process to develop the Transbay 20/20 Concept Plan for the Transbay Area with the proposed new Transbay Terminal located south of Howard Street between Main and Beale Streets. In 2001, the Metropolitan Transportation Commission published the Transbay Terminal Improvement Plan, and a regional consensus was achieved on locating the proposed new Transbay Terminal on the site of the existing terminal and extending Peninsula Corridor (Caltrain) commuter rail service to a new station underneath the terminal.

Later in 2003, the Redevelopment Agency, the Planning Department, and consultants engaged in a series of public workshops to develop the Transbay Design for Development, a concept plan which established frameworks for land use, urban form, and public spaces within the proposed Transbay Redevelopment Project Area. Also in 2003, the Redevelopment Agency and the Planning Department developed the Transbay Development Controls and Design Guidelines, a detailed set of land use regulations and urban design standards based on the Transbay Design for Development. On December 11, 2003, the Transbay Citizens Advisory Committee endorsed the Transbay Development Controls and Design Guidelines. Further, an Amended Preliminary Plan for the Transbay Redevelopment Project Area was prepared in accordance with the above statutory provisions and was adopted by the Planning Commission at its April 22, 2004 hearing in Resolution No. 16774.

The existing San Francisco General Plan, particularly the Downtown Plan, the Rincon Hill Area Plan and the South of Market Area Plan, contains certain policies applicable to the Transbay area. Overall, the existing San Francisco General Plan policies generally call for a concentration of commercial and residential uses at high densities, as well as a transit terminal and high levels of local and regional transit service within the Transbay Redevelopment Plan area.

Although the proposed Redevelopment Plan is generally consistent with the overall goals and policies of the San Francisco General Plan, a vision of a compact downtown core, well served by transit with development built at scales consistent with the adjacent downtown zoning, staff has identified a number of amendments to the General Plan that are required for consistency between the Redevelopment Plan and the San Francisco General Plan; and

Pursuant to 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 redevelopment plan and its conformity with the General Plan.

An ordinance amending the Transportation and Urban Design Elements, and Downtown, South of Market, and Rincon Hill Area Plans of the General Plan has been drafted to accomplish consistency with the proposed Redevelopment Plans and which is attached hereto **Exhibit A.**
The City Attorney's Office has reviewed this ordinance and approved them as to form.

Planning Code Section 101.1 (b) establishes eight priority planning policies and shall be the basis for which inconsistencies in the Master Plan are resolved;

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 amendments in support of the Transbay Redevelopment Plan would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses. As currently proposed the Redevelopment Plan would increase the amount of neighborhood serving retail for future residents in its project area.

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

   The amendments in support of the Redevelopment Plan would have no adverse effect on existing housing and neighborhood character. While the neighborhood character would change from the proposed redevelopment plan, the plan would take an underutilized, blighted area and add substantial housing, including affordable, and neighborhood amenities and open space. There is little to no existing housing in most of the Project Area.

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

   The proposed amendments would have no adverse effect on the City's supply of affordable housing. As currently proposed, the Transbay Redevelopment Plan would add to the City's supply of affordable housing through adherence to the Community Redevelopment Law that requires at least 15% of all new and substantially rehabilitated dwelling units developed within the Project Area by public or private entities or persons other than the Agency to be available at affordable housing cost to, and occupied by, persons and families of very low-, low- or moderate income, as defined by the California Health and Safety Code. The Redevelopment Agency has set a target of 30% of the overall number of housing units built in the project area to be affordable.

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

The proposed amendments would not adversely impede MUNI transit service or overburden city streets and neighborhood parking. The Redevelopment Plan encourages the use of public transit by providing for the construction of an enhanced and enlarged Transbay Terminal and Caltrain extension to the downtown area, as well as providing for a large amount of transit-oriented housing adjacent to these facilities. The proximity of this development to downtown will also encourage people to walk to employment and shopping in the area. The inclusion of neighborhood-serving retail on Folsom Street would also encourage people to walk for daily needs, rather than drive. The Plan also supports transit-only lanes on streets in the area to facilitate transit movement.

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 resident employment and ownership in these sectors be enhanced.

The proposed amendments would not adversely affect the maintaining of a diverse economic base, specifically the industrial or service sectors. By improving the provision of regional transit service to the downtown, the proposed Transbay Redevelopment Plan helps maintain a diverse economic base through improving the accessibility of the city's core business district for employees from around the region. The Plan creates housing opportunity for potential employees of all income levels adjacent to the employment center.

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

The proposed amendments would not adversely affect City preparedness against injury or loss of life in an earthquake. All future buildings will be built up to current seismic code.

7. That landmarks and historic buildings be preserved.

The proposed amendments would adversely affect landmarks and historic buildings. The Caltrain extension proposed as part of the Redevelopment Plan might unavoidably require the removal of designated historic resources in the New Montgomery-Second Street Conservation District. Consideration of this adverse impact should take into account the completion of a major public project described in the General Plan. Aside from this, the Redevelopment Plan supports the rehabilitation of historic resources in the area.

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

The proposed amendments would not adversely affect parks and open space and their access to sunlight and vistas. As proposed, the Transbay Redevelopment Plan calls for increasing open space in the project area and siting new development so as not to shade existing public spaces or block key public views.

The Planning Commission, at a duly advertised public hearing on January 22, 2004 pursuant to Planning Code Sections 302(b) and 340, determined by Resolution No. 16716 that it is appropriate to initiate those amendments to the General Plan in order to facilitate the policies, location, design, and layout of the proposed Transbay Redevelopment Plan.

On April 22, 2004 by Motion No. 16773 the Commission certified the Final subsequent Environmental Impact Report and Environmental Impact Survey as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA").

WHEREAS, As part of the actions contemplated herein, the Planning Commission adopted on December 9, 2004, Motion No. 16905 , which set forth specific findings in accordance with the California Environmental Quality Act and Administrative Code Chapter 31. Said Motion is incorporated herein by reference.

The Planning Commission, at a duly advertised public hearing on December 9 2004 pursuant to Planning Code Sections 302(b) and 340, having considered oral and written testimony and reports, determined that it is appropriate to amend the Transportation, Recreation and Open Space, and Urban Design Elements, and Downtown, South of Market, and Rincon Hill Area Plans of the General Plan in order to facilitate the policies, location, design, and layout of the proposed Transbay Redevelopment Plan and believes it is appropriate to adopt the attached amendments to the General Plan.

The Commission finds that the public necessity, convenience and general welfare require the proposed amendments to the General Plan as is proposed to be amended.

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission does hereby adopt amendments to the General Plan as included within the draft ordinance attached hereto as **Exhibit A** and recommends approval of these amendments to the Board of Supervisors.

I hereby certify that the Planning Commission adopted the foregoing Resolution on December 9, 2004.

Dean L. Macris
Director of Planning

AYES: Commissioners Alexander, Antonini, Bradford-Bell, Hughes, Sue Lee, William Lee, Olague

NOES: None

EXCUSED: None

ADOPTED: December 9, 2004

SAN FRANCISCO
PLANNING COMMISSION

MOTION NO. 16907

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan.

The San Francisco Redevelopment Agency is seeking to assist in the redevelopment of the Transbay Redevelopment Project Area. On December 5, 1994, by Resolution No. 1022-94, the San Francisco Board of Supervisors designated the Transbay Area as a Redevelopment Survey Area pursuant to California Health and Safety Code Section 33310.

The Redevelopment Plan (the "Plan") for the Transbay Redevelopment Project (the "Project") was prepared in accordance with the California Community Redevelopment Law. During preparation of the Plan, the San Francisco redevelopment Agency consulted with the Mayor's Transbay Citizens Advisory Committee ("CAC"), the City Planning Commission, with other Departments of the City and County of San Francisco, and with affected State Agencies.

The Planning process began in 1996. The Redevelopment Agency, the Planning Department, and consultants engaged in a public workshop process to develop the Transbay 20/20 Concept Plan for the Transbay Area with the proposed new Transbay Terminal located south of Howard Street between Main and Beale Streets. The decision to site a new Transbay Terminal on the existing Transbay Terminal site was codified in San Francisco Administrative Code Appendix 46 with the adoption of the City's Proposition H (Downtown Caltrain Station) on November 2, 1999. In 2001, the Metropolitan Transportation Commission published the Transbay Terminal Improvement Plan, and a regional consensus was achieved on locating the proposed new Transbay Terminal on the site of the existing terminal and extending Peninsula Corridor (Caltrain) commuter rail service to a new station underneath the terminal. Two years later in 2003, the Redevelopment Agency, the Planning Department, and consultants engaged in a series of public workshops to develop the Transbay Design for Development, a concept plan which established frameworks for land use, urban form, and public spaces within the proposed Transbay Redevelopment Project Area

In 2003, the Redevelopment Agency and the Planning Department developed the Transbay Development Controls and Design Guidelines, a detailed set of land use regulations and urban design standards based on the Transbay Design for Development. Later that year in December 11, 2003, the Transbay Citizens Advisory Committee endorsed the Transbay Development Controls and Design Guidelines.

An amended Preliminary Plan for the Transbay Redevelopment Project Area was prepared in accordance with the above statutory provisions and was adopted by the Planning Commission at its April 22, 2004 hearing in Resolution No. 16774. On April 22, 2004 by Motion No. 16773 the Commission certified the Final subsequent Environmental Impact Report Environmental Impact Survey as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA").

As part of the actions contemplated herein, the Planning Commission adopted on December 9, 2004, Motion No. 16905 which set forth specific findings in accordance with the California Environmental Quality Act and Administrative Code Chapter 31. Said Motion is incorporated herein by reference.

Pursuant to 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 Redevelopment Plan and its conformity with the General Plan and Section 101.1 of the Planning Code. To facilitate adoption of the Transbay Redevelopment Plan on December 9, 2004 by Resolution No. 16906 the Planning Commission adopted amendments to the Transportation, Recreation and Open Space, and Urban Design Elements, and Downtown, South of Market, and Rincon Hill Area Plans of the General Plan and recommended to the Board of Supervisors approval of those amendments.

In analyzing the Transbay Redevelopment Plan to Planning Code Section 101.1 (b) that establishes eight priority planning policies and requires the review of projects for consistency with said policies, staff found the following;

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 Transbay Redevelopment Plan would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses. As currently proposed the Redevelopment Plan would increase the amount of neighborhood serving retail for future residents in its project area.

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

   The Redevelopment Plan would have no adverse effect on existing housing and neighborhood character. While the neighborhood character would change from the proposed redevelopment plan, the plan would take an underutilized, blighted area and add substantial housing, including affordable, and neighborhood amenities and open space. There is little to no existing housing in most of the Project Area.

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

   The Redevelopment Plan would have no adverse effect on the City's supply of affordable housing. As currently proposed, the Transbay Redevelopment Plan would add to the City's supply of

affordable housing through adherence to the Community Redevelopment Law that requires at least 15% of all new and substantially rehabilitated dwelling units developed within the Project Area by public or private entities or persons other than the Agency to be available at affordable housing cost to, and occupied by, persons and families of very low-, low- or moderate income, as defined by the California Health and Safety Code. California Public Resources Code Section 5027.1(b) imposes additional affordable housing requirements superficially on the Transbay Redevelopment Plan. This State law requires that within the Transbay Project area at least 25% of all dwelling units developed be affordable to families earning no more the 60% of the area median income and an additional 10% of all dwelling units be affordable to families earning no more than 120% of the area median income.

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

The Transbay Redevelopment Plan would not adversely impede MUNI transit service or overburden city streets and neighborhood parking. The Plan encourages the use of public transit by providing for the construction of an enhanced and enlarged Transbay Terminal and Caltrain extension to the downtown area, as well as providing for a large amount of transit-oriented housing adjacent to these facilities. The proximity of this development to downtown will also encourage people to walk to employment and shopping in the area. The inclusion of neighborhood-serving retail on Folsom Street would also encourage people to walk for daily needs, rather than drive. The Plan also supports transit-only lanes on streets in the area to facilitate transit movement.

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 resident employment and ownership in these sectors be enhanced.

The Redevelopment Plan would not adversely affect the maintaining of a diverse economic base, specifically the industrial or service sectors. By improving the provision of regional transit service to the downtown, the proposed Transbay Redevelopment Plan helps maintain a diverse economic base through improving the accessibility of the city's core business district for employees from around the region. The Plan creates housing opportunity for potential employees of all income levels adjacent to the employment center.

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

The Redevelopment Plan would not adversely affect City preparedness against injury or loss of life in an earthquake. All future buildings will be built up to current seismic code.

7. That landmarks and historic buildings be preserved.

The Transbay Redevelopment Plan would adversely affect landmarks and historic buildings. The Caltrain extension proposed as part of the Redevelopment Plan might unavoidably require the removal of designated historic resources in the New Montgomery-Second Street Conservation District as well as the Terminal itself. Consideration of this adverse impact should take into account the completion of a major public project described in the General Plan. In addition, as part of the project approval, the Transbay Joint Powers Authority selected the alternative track construction method most protective of historic structures south of Folsom Street. This alternative, which involves tunneling under historic structures rather than using the cut and cover construction method, results in the ability to retain 10 historic structures. Even in the area of the New Montgomery-Second Street Conservation District, the Transbay Joint Powers Authority may be able to preserve some of the historic structures currently identified for removal if tunneling is economically and technically viable in this area. However, the Transbay Project likely will result in adverse affects to some landmarks and historic buildings. Aside from this, the Redevelopment Plan supports the rehabilitation of historic resources in the area.

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

The Redevelopment Plan would not adversely affect parks and open space and their access to sunlight and vistas. As proposed, the Transbay Redevelopment Plan calls for increasing open space in the project area and siting new development so as not to shade existing public spaces or block key public views.

A delegation agreement for the Transbay Redevelopment Area that would set forth a framework for cooperation between the City and Redevelopment Agency in administering the process for control and approval of all applicable land-use, development, construction, improvement, infrastructure, occupancy and use requirements relating to the plan area is under consideration. Should such an agreement be finalized, the Planning staff would bring it to the Commission for its review and approval at a later date.

The Board of Supervisors may modify the General Plan amendment ordinance prior to final action. Further, The City Attorney's Office has reviewed this ordinance and approved them as to form. The Commission is not required to approve all of the Board Actions, but must consider whether the implementation of the Transbay Redevelopment Plan and companion documents, the Design for Development and the Development Controls and Design Guidelines for the Transbay Redevelopment Project, are consistent with the General Plan, as it is proposed to be amended, and to Planning Code Section 101.1.

The Commission has reviewed the analysis of the Redevelopment Plan's consistency to the General Plan, as amended, and to Section 101.1 of the Planning Code which has been prepared by Department Staff and is set forth in Exhibit A to this Resolution.

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission finds the Redevelopment Plan, the Design for Development and the Development Controls and Design Guidelines for the Transbay

Redevelopment Project, is consistent with the General Plan of the City and Country of San Francisco, as amended, including, but not limited to, the Housing Element of the General Plan, which substantially complies with the requirements of Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the California Government Code and other applicable requirements of law, and is consistent with the eight Priority Policies in City Planning Code Section 101.1 for reasons set forth in this resolution.

I hereby certify that the Planning Commission adopted the foregoing Resolution on December 9, 2004.

Dean L. Macris
Director of Planning

AYES: Commissioners Alexander, Antonini, Bradford-Bell, Hughes, Sue Lee, William Lee,

NOES: Olague

EXCUSED: None

ADOPTED: December 9, 2004

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Resolution No. 19572

HEARING DATE: FEBRUARY 25, 2016

Project Name:	**General Plan Amendment for Map 5 of the Downtown Plan**
Case Number:	2016-000003GPA
Initiated by:	Planning Commission
Staff Contact:	Kimia Haddadan, Citywide Kimia.haddadan@sfgov.org , 415-575-9068
Reviewed by:	Joshua Switzky, Senior Planner Joshua.Switzky@sfgov.org, 415-575-6815
Recommendation:	**Recommend Approval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT A PROPOSED ORDINANCE AMENDING THE GENERAL PLAN BY REVISING MAP 5 OF THE DOWNTOWN AREA PLAN TO INCLUDE A NOTE STATING THAT THE PROPOSED HEIGHT AND BULK DISTRICTS ON ASSESSOR'S BLOCK 5 3740, LOTS 027, 029, 030, 031, AND 032 (TRANSBAY BLOCK 1) AND ASSESSOR'S BLOCK 3739, LOT 004 WITHIN THE TRANSBAY REDEVELOPMENT PROJECT AREA SHALL BE CONSISTENT WITH THOSE PROVIDED IN THE TRANSBAY REDEVELOPMENT PLAN DEVELOPMENT CONTROLS; AND MAKING FINDINGS, INCLUDING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

PREAMBLE

WHEREAS, The Transbay Redevelopment Plan ("Plan") adopted in 2005 and amended in 2006 laid out development controls for parts of downtown adjacent to the Transbay Terminal within two major zones: Zone 1 and Zone 2. The Plan changed the development controls, including height limits, on several parcels within Zone 1 of the Plan area. Zone 1 consists of primarily publicly-owned parcels along Folsom Street that formerly housed the now-demolished Embarcadero Freeway; and

WHEREAS, The Final Environmental Impact Report for the Transbay Redevelopment Plan was certified by the Planning Commission Motion No. 16733 on April 22, 2004.

WHEREAS, On June 15, 2004, the Board of Supervisors approved Motion No. M04-67 affirming the Planning Commission's certification of the final environmental impact report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("FEIR") in compliance with the California Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et seq.)

A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 040629 and is incorporated herein by reference;

WHEREAS, The Board of Supervisors in Resolution No. 612-04, adopted environmental findings in relation to the Transbay Terminal, Caltrain Downtown Extension, and Transbay Redevelopment Plan. Copies of said Resolution and supporting materials are in the Clerk of the Board of Supervisors File No. 041079. The Board of Supervisors in Ordinance No. 124-05, as part of its adoption of the Transbay Redevelopment Plan, adopted additional environmental findings. Copies of said Ordinance and supporting materials are in the Clerk of the Board of Supervisors File No. 050184. The FEIR analyzed development on Transbay Redevelopment Project Area Block 1 of a project extending up to 300 feet in height. Said Resolution and Ordinance and supporting materials are incorporated herein by reference;

WHEREAS, On January 14, 2016, in response to a proposed height increase from 300 to 400 feet on Block 1, 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, ("Successor Agency" or "OCII") in conjunction with the Planning Department prepared an Addendum to the FEIR in accordance with CEQA Guidelines Section 15164 (the "Addendum");

WHEREAS, On January 19, 2016, after a duly noticed public hearing, the Community Investment and Infrastructure Commission ("CCII") in Resolution No 2-2016, approved development actions for Block 1 and adopted the Addendum along with other environmental review findings pursuant to CEQA. A copy of the Addendum and CCII Resolution are on file with the Secretary of the Planning Commission and are incorporated herein by reference;

WHEREAS, Based on this Commission's review of the FEIR and the Addendum, the Commission concurs that the analysis conducted and the conclusions reached in the FEIR remain valid and the proposed Block 1 height amendment will not cause new significant impacts not identified in the FEIR, and no new mitigation measures will be necessary to reduce significant impacts. Further, other than as described in the Addendum, no Block 1 changes have occurred, and no changes have occurred with respect to circumstances surrounding Block 1 that will cause significant environmental impact to which the height amendment will contribute considerably; and no new information has become available that shows the height amendment will cause significant environmental impacts not previously discussed in the FEIR, that significant effects previously examined will be substantially more severe than shown in the FEIR, or that mitigation measures or alternatives previously found infeasible are feasible, or that new mitigation measures or alternatives considerably different from those in the FEIR would substantially reduce significant impacts. Therefore, the Commission finds that no environmental review is required under CEQA other than the Addendum and hereby adopts CCII's environmental findings as its own.

WHEREAS, The Ordinances adopting the Redevelopment Plan in 2006 included relevant General Plan Amendments that reflected the height and zoning changes. Map 5 of the Downtown Plan, which identified recommended height and bulk limits in the Downtown, was amended with a notation: '*Remove 80-x label from freeway lands in Transbay and replace with notation that says "See Redevelopment Plan Development Controls.*' With this notation the General Plan defers the zoning and height designation for Zone 11 parcels to the Transbay Redevelopment Plan. The amendment to Map 5 intended to reflect height changes to all parcels within the Zone 1 of the Transbay Redevelopment Plan. Prior to the adoption of the Transbay Redevelopment Plan in 2006, the lots within the boundary of Zone 1 were mostly zoned for 80-X height zone, along with six lots that were in the 200-X height zone (See Exhibit F & G). However, the notation added to Map 5 in 2006 inadvertently excluded six lots in Zone 1 that are

within the original 200-X height zone and for which the Redevelopment Plan included different height limits. The excluded lots are: Transbay Block 1 (Assessor Block 3740, lots 027, 029, 030, 031, and 032) and one lot in Transbay Block 2 (Assessor Block 3739, lot 004). Exhibits C & D shows the Zone 1 Plan Map in the Transbay Redevelopment Plan adopted in 2006. This map shows the maximum height limit for Transbay Block 1 as 300 feet. Comparing this map with the Map 5 of the Downtown Plan illustrates that the General Plan is currently out of synch with the adopted Redevelopment Plan currently in effect.

WHEREAS, The proposed amendment would correct and clean up Map 5 of the Downtown Plan by adding another notation to Map 5: *Remove the 200-S label from Assessor Block 3740, lots 027, 029, 030, 031, and 032 and Assessor Block 3739 Lot 004 and replace it with a notation that states "See Transbay Redevelopment Plan Development Controls."* This notation would complete the intention of the original amendment to the subject General Plan Map in 2006 to defer the height and zoning designation of *all* parcels within Zone 1 to the Transbay Redevelopment Plan.

WHEREAS, On January 14, 2016 the Commission adopted a Motion of Intent to Initiate the proposed amendments to the Map 5 of the Downtown Plan (Resolution No. 19549);

MOVED, that the Commission hereby ***adopts*** this Resolution to recommend approval of the draft Ordinance to the Board of Supervisors; and

FINDINGS

The proposed General Plan Amendment would correct and clean up Map 5 of the Downtown Plan to reflect the existing adopted heights for Transbay Block 1 (Block 3740, lots 027, 029, 030, 031, and 032) and one lot in Transbay Block 2 (Block 3739, lot 004). For original Planning Code Section 101 Findings of the Transbay Redevelopment Plan in 2006 See Exhibit xx, Resolution No. 16906 for the General Plan Amendments related to the Transbay Redevelopment Plan and 16907 for General Plan Consistency of the Transbay Redevelopment Project. These Resolutions are incorporated herein by reference (See Exhibit K). In addition, the proposal is consistent with the General Plan and Planning Code Section 101.1 for the following reasons.

Planning Code Section 101 Findings.

The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code 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 General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect neighborhood-serving retail uses.

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

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the existing housing and neighborhood character.

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

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the supply of affordable housing.

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

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the existing housing and neighborhood character.

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 resident employment and ownership in these sectors be enhanced;

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the diverse economic base of the city.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;
The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect the City's preparedness for earthquake.

7. That the landmarks and historic buildings be preserved;

The proposed General Plan Amendment to clean up Map 5 of the Downtown Plan would 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 General Plan Amendment to clean up Map 5 of the Downtown Plan would not affect parks and open space.

General Plan Compliance. The proposed Ordinance and the Commission's recommended modifications are is consistent with the following Objectives and Policies of the General Plan:

Planning Code Section 340 Findings. The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 340.

I hereby certify that the foregoing RESOLUTION was ADOPTED by the San Francisco Planning Commission on February 25, 2016.

Jonas P. Ionin
Planning Commission Secretary

AYES: Antonini, Hillis, Fong, Richards, Wu

NOES: Moore

ABSENT: Johnson

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Motion No. 19573

Date:	Feb 25, 2016
Case No.	**Case No. 2015-012730GPR** **Transbay Redevelopment Plan Amendment**
Block/Lot No.:	3740/Lots 027,029,030,031, and 032
Applicant:	Office of Community Investment and Infrastructure Jose Campos One South Van Ness Avenue, Fifth Floor San Francisco, CA 94103
Staff Contact:	Kimia Haddadan – (415) 575-9068 *kimia.haddadan@sfgov.org*

ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND RECOMMENDING APPROVAL OFTHE AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE TRANSBAY REDEVELOPMENT PROJECT AREA TO INCREASE THE MAXIMUM HEIGHT LIMIT FROM 300 FEET TO 400 FEET ON BLOCK 1 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 by Ordinances No. 124-05 (June 21, 2005) and No. 99-06 (May 9, 2006), as amended by Ordinance No. 84-15, (June 18, 2015) ("Redevelopment Plan"). The Redevelopment Plan establishes the land use controls for the Transbay Redevelopment Project Area, and divides the Project Area into two sub-areas: Zone 1, in which the Development Controls and Design Guidelines for the Transbay Redevelopment Project ("Development Controls") define the development standards, and Zone 2, in which the San Francisco Planning Code applies.

WHEREAS, Section 4.105 of the City Charter and 2A.53 of Administrative Code require General Plan referrals to the Planning Commission (hereinafter "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.

WHEREAS, On September 23, 2015, the Office of Community Investment and Infrastructure, Successor Agency to the Redevelopment Agency (OCII) submitted a General Plan Referral application for the Redevelopment Plan Amendment for the Transbay Redevelopment Plan to increase the maximum height limit for Block 1 from 300 feet to 400 feet.

WHEREAS, Transbay Block 1 is located on Folsom Street between Main and Spear Streets in Zone 1 of the Transbay Redevelopment Area, and is comprised of Assessor Block 3740, Lots 027, 029, 030, 031, and 032. Lot 027 is owned by OCII and the remaining lots are owned by Block 1 Property Holder, L.P., an affiliate of Tishman Speyer ("Developer").

WHEREAS, The Transbay Redevelopment Plan and the Development Controls specify a 300-foot maximum height limit on Block 1. The proposed Plan Amendment would provide for a maximum height limit of 400 feet on Block 1 and would have no other effect on the Zone 1 development concept or land use controls.

WHEREAS, On November 18, 2014, the OCII Commission authorized an Exclusive Negotiation Agreement (the "ENA") with the Developer for (a) the sale to the Developer of the portion of Block 1 owned by OCII (Block 3740, Lot 027), and (b) the development of a combined affordable and market-rate homeownership project consisting of a residential tower, two residential podium buildings, and townhouses surrounding open space on Block 1.

WHEREAS, The ENA contemplates two project alternatives, one with a tower height of 300 feet, as allowed by the Redevelopment Plan, and the second with a tower height of 400 feet, which would require the Plan Amendment. The term sheet for the Block 1 project negotiated to date by OCII staff and the Developer includes the 400-foot project alternative (the "Block 1 Project"). The specifics of the Block 1 Project are shown in Attachment B to Exhibit A: OCII's staff Memorandum to the OCII Commission.

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 1).

WHEREAS, On January 19, 2016 at a public hearing the OCII Commission adopted Resolution No. 2-2016, which approved the proposed amendment to the Transbay Redevelopment Plan to increase the maximum height limit of the lots in Block 1 of Zone 1 from 300' to 400' along with an Addendum to the Final FEIR/FEIS or the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project.

WHEREAS, Pursuant to 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 Redevelopment Plan and its conformity with the General Plan and Section 101.1 of the Planning Code.

ENVIRONMENTAL REVIEW

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. OCII and Planning share CEQA review responsibilities for Redevelopment Plan amendments.

Consequently, on January 14, 2016, OCII, in conjunction with the Planning Department, prepared an addendum to the Final Environmental Impact Statement/Environmental Impact Report ("FEIS/EIR") for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("Addendum") for purposes of the subject Redevelopment Plan amendment. (See OCII Commission Resolution No.2-2016, Exhibit B: Addendum to Environmental Impact Report). Overall, the Addendum determined the Plan Amendment 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.

In regard to the environmental review for the Transbay Redevelopment Plan, the Final Environmental Impact Report for the Transbay Redevelopment Plan was certified by the Planning Commission Motion No. 16733 on April 22, 2004. On June 15, 2004, the Board of Supervisors approved Motion No. M04-67 affirming the Planning Commission's certification of the Final Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("FEIR") in compliance with the California Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et seq.) A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 040629 and is incorporated herein by reference.

The Board of Supervisors in Resolution No. 612-04, adopted environmental findings in relation to the Transbay Terminal, Caltrain Downtown Extension, and Transbay Redevelopment Plan. Copies of said Resolution and supporting materials are in the Clerk of the Board of Supervisors File No. 041079. The Board of Supervisors in Ordinance No. 124-05, as part of its adoption of the Transbay Redevelopment Plan, adopted additional environmental findings. Copies of said Ordinance and supporting materials are in the Clerk of the Board of Supervisors File No. 050184. The FEIR analyzed development on Transbay Redevelopment Project Area Block 1 of a project extending up to 300 feet in height. Said Resolution and Ordinance and supporting materials are incorporated herein by reference.

On January 14, 2016, in response to a proposed height increase from 300 to 400 feet on Block 1, 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, ("Successor Agency" or "OCII") in conjunction with the Planning Department prepared an Addendum to the FEIR in accordance with CEQA Guidelines Section 15164 (the "Addendum").

On January 19, 2016, after a duly noticed public hearing, the Community Investment and Infrastructure Commission ("CCII") in Resolution No 2-2016, approved development actions for Block 1 and adopted the Addendum along with other environmental review findings pursuant to CEQA. A copy of the Addendum and CCII Resolution are on file with the Secretary of the Planning Commission and are incorporated herein by reference.

Based on this Commission's review of the FEIR and the Addendum, the Commission concurs that the analysis conducted and the conclusions reached in the FEIR remain valid and

the proposed Block 1 height amendment will not cause new significant impacts not identified in the FEIR, and no new mitigation measures will be necessary to reduce significant impacts. Further, other than as described in the Addendum, no Block 1 changes have occurred, and no changes have occurred with respect to circumstances surrounding Block 1 that will cause significant environmental impact to which the height amendment will contribute considerably; and no new information has become available that shows the height amendment will cause significant environmental impacts not previously discussed in the FEIR, that significant effects previously examined will be substantially more severe than shown in the FEIR, or that mitigation measures or alternatives previously found infeasible are feasible, or that new mitigation measures or alternatives considerably different from those in the FEIR would substantially reduce significant impacts. Therefore, the Commission finds that no environmental review is required under CEQA other than the Addendum and hereby adopts CCII's environmental findings as its own.

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

As described below, the Project is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, **on balance, in-conformity** with the General Plan as further described in the analysis of the following Objectives and Policies of the General Plan:

Eight Priority Policies Findings

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 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 Plan Amendment will not affect existing housing and will help add to the City's housing stock. The proposed residential tower will transform former Embarcadero Freeway land into 391 dwelling units including 156 Below Market Rate Units affordable to households with income ranging between 80% to 120% of AMI.

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

   The Proposed Plan Amendment would increase the supply of affordable housing in San Francisco. The proposed increase in height would result in an additional 44 Below Market Rate Units that would not otherwise be provided under the existing height limit of 300'. The additional 44 BMR units would be affordable to households earning 100% AMI or 120% AMI.

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

   The Proposed Plan Amendment would not impede MUNI transit service or overburden the streets or neighborhood parking. The site of Block 1 Project is located very close to significant transit access, specifically within one block of the Transit Center and within three blocks of the Market Street transit corridor and the Ferry Building. The proposed additional height will result in $$500,000 in additional fees in transportation impact fees resulting to $2.4 million in Transportation Sustainability Fees.

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 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 1 currently is mostly vacant except for a small building that is currently being used as a sales center for Lumina, the two residential towers at 201 Folsom.

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

   The Proposed Plan Amendment will not affect the City's preparedness. The proposed Block 1 Project residential tower 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 Block 1 project does not include of a landmark or historic building and the~~ Proposed 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 Plan Amendment would allow a taller residential tower to be built on the site of Block 1. This taller alternative would cast additional shadow on parks and open spaces compared to the existing 300' allowable height limit. As a part of the environmental review requirements, a thorough shadow study was conducted to evaluate the significance of the additional shadow on six existing and proposed public open spaces including Rincon Park, the proposed Transbay Park on the site of the current Temporary Transbay Terminal, and the Transit Center's rooftop City Park. No public parks subject to Section 295 of the Planning Code (i.e. under the jurisdiction of the Recreation and Parks Department) would be affected. While the most increase in Additional Annual Shading occurs on Spear Street Terrace, this increase is less than half of one percent and would only last 18 minutes on the days with the most shadows. Spear Street Terrace is the Privately Owner Public Open Space (POPOS) east of Spear Street north of the Gap Building. Rincon Park, along the waterfront, is the second park with the highest Additional Annual Shading, which only would increase by about third of one percent. This additional shading would last about 45 minutes on the days with the maximum shadow. The additional shadow would occur after the peak hour of lunch time in the afternoon and would mostly occur on a small portion of the San Francisco Bay Trail near the center of the park and over existing restaurant structures. Rincon Park, along the waterfront is the second park with the highest Additional Annual Shading, which only would increase by about third of one percent. This additional shading would last about 45 minutes on the days with the maximum shadow. The additional shadow would occur after the peak hour of lunch time in the afternoon and would mostly occur on a small portion of the San Francisco Bay Trail near the center of the park and over existing restaurant structures. This additional shadow was deemed not to be a significant environmental impact. The methodology used to evaluate the additional shadow mirrors the requirements of Section 295 of the Planning Code, otherwise known as the "Sunlight Ordinance" while the affected parks are not under the jurisdiction of Recreation and Parks Department and therefore not subject to this requirement.

General Plan Policy Findings

Staff analyzed the Proposed Amendment with regards to conformity to the General Plan under three major topics: urban form, affordable housing, and shadow analysis.

DOWNTOWN PLAN

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. (See Map 5)

Discussion

The Transbay Redevelopment Project Area Design for Development, completed in 2003, envisions transforming an area formerly containing the Embarcadero Freeway, its remaps and Terminal Separator Structure into a transit-oriented residential district in the heart of downtown. The Development Controls for this area, adopted in 2005, called for Zone 1 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." (For further discussion See Exhibit A, page 4: Community Identity and Built Form)

The proposed Amendment would result in a 400' residential tower on Block1, an additional 100' from what is currently allowed on the site. The taller tower would be compatible with San Francisco's future skyline. The city's skyline consists of tall towers immediately south of Market Street peaking with the 1,070'-tall future Transit Tower (under construction) at the Transit Center Terminal. South of Folsom Street the skyline consists of residential towers of 350' or 400' in the Rincon Hill area, rising up to a peak of approximately 600' on top of the Hill. These buildings on either side of Folsom Street include the Infinity Development, located immediately across Folsom Street from Block 1, with two towers of 350 feet and 400 feet. The 400-foot Infinity tower is along Spear Street, like the Block 1 tower, one block back from the buildings lining the Embarcadero. Further towards the west, the Lumina development, located immediately west of the Infinity building on Folsom Street between Main and Beale Streets, also includes two towers of 350 feet and 400 feet. These buildings were built after the Transbay Design for Development was completed and introduced a new context for the city's skyline south of Folsom Street. Folsom Street weaves the skyline of Rincon Hill together to the Downtown skyline. With the towers of 350 to 400 feet on the south of Folsom Street in Rincon Hill, staff finds that the proposed 400 feet on Block 1 blends with the city's skyline at the seam of Folsom Street, and provides a balance between north and south sides of Folsom.

The proposed Amendments are in conformance with the Downtown Plan and Map 5 as proposed for amendment in Case No. 2016.000003GPA. Map 5 was amended in 2006 to reference the Transbay Redevelopment Plan. However, Block 1 and portions of Block 2 in Map 5 were inadvertently excluded from the references included in the General Plan Amendments in 2005 and 2006. As a result Map 5 of the Downtown Plan is currently not consistent with the Zone 1 Plan Map in Transbay Redevelopment Plan. On January 14th, 2016, in Resolution No. 19549, the Planning Commission initiated the amendments to Map 5 to reference the Redevelopment Plan for all of the lots in Zone 1. For further discussion, see the case report for 2016.000003GPA on the Planning Commissions agenda for January 14th for initiation, and February 25th for adoption.

Policy 13.2

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

Discussion

The proposed building creates a sculptural form of undulating bays that vertically articulate and break down the scale of the facades. These vertical striations contribute to a sense of slenderness. Furthermore, the façade balances the faceted glass with a light color cladding to reduce the appearance of a dark, monolithic, and over powering building. The top of the building will be crowned with a similarly sculptural, screened mechanical enclosure that would be illuminated at night and references the building form with a diaphanous material. Although the building conforms to the established bulk controls, the greater height proportionally enhances the slenderness. While the design is formally unique, the gesture is graceful without calling undue attention to itself.

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

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 2.4 Transition heights downward from Mission Street to Folsom Street and maintain a lower "saddle" to clearly distinguish the downtown form from the Rincon Hill form and to maintain views between the city's central hills and the Bay Bridge.

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.

Discussion

Policies in both the Rincon Hill and the Transit Center District Plan emphasize on maintaining a separation in the skyline between Downtown and the Rincon Hill. This separation aims to create a sense of place and orientation of the neighborhoods when looking at the skyline, both from the Bay Bridge and from the hills and public vantage points to the west (such as Corona Heights, Twin Peaks, Dolores Park, etc.). Policy 2.5 specifically indicates that the separation area in the skyline, between Howard Street to north of Folsom Street, should "achieve a height no taller than 400 feet." The proposed Amendment would align with these policies in keeping the height no taller than 400 feet, the prevailing height of nearby buildings, such as the Infinity and Lumina buildings.

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.

   *****

   D. Low buildings along the waterfront contribute to the gradual tapering of height from hilltops to water that is characteristic of San Francisco and allows views of the Ocean and the Bay. Larger buildings with civic importance, as evidenced by a vote of the people, providing places of public assembly and recreation may be appropriate along the waterfront at important locations.

Discussion

The Urban Design Element calls for low buildings along the waterfront and gradual tapering of height from hilltops to water. At 400 feet, the building would maintain a tapering down pattern from the 550 foot One Rincon tower on top of the Rincon Hill, down to the Block 1 site and further down to the Gap Building at 289 feet along the west edge of Embarcadero Blvd. From the north side, with the Transit Tower at over 1000 feet down to 181 Fremont at 700 feet , and further down to the proposed 400 foot tower on Block 1 would also maintain a tapering down pattern.

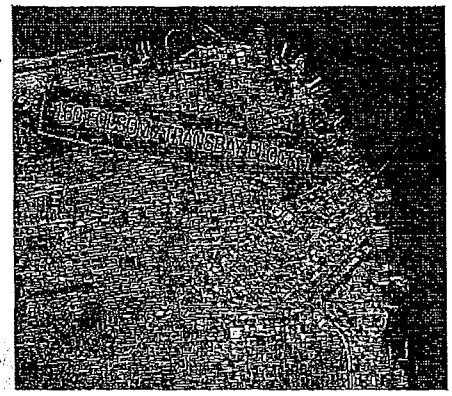
Recreation and Open Space Element
POLICY 1.9 Preserve sunlight in public open spaces.
******

Discussion

A thorough analysis of shadow impacts of the proposed Plan Amendment was conducted. The full analysis is included in Exhibit A of Attachment D to the Memorandum. The additional shadow impacts would not affect any parks and open spaces under the jurisdiction of the Recreation and Parks Department subject to Planning Code Section 295/Prop K, the "Sunlight Ordinance". Despite this, the study evaluated potential shadows on other parks and publicly-accessible spaces NOT owned by the Recreation and Parks Department to assess conformity with this Policy in the General Plan. Table 1 below illustrates that the most increase in Additional Annual Shading occurs on Spear Street Terrace. This increase is only less than half of one percent and would only last 18 minutes on the days with the most shadows. Spear Street Terrace is a Privately Owner Public Open Space ("POPOS") on east of Spear Street, north of the Gap Building. The primary use of this park is during lunch time. Rincon Park, along the waterfront is the second park with the highest Additional Annual Shading, which only would increase by about third of one percent. This additional shading would last about 45 minutes on the days with the maximum shadow. The additional shadow would occur after the peak hour of lunch time in the afternoon and would mostly occur on a small portion of the San Francisco Bay Trail near the center of the park and over existing restaurant structures. The two other spaces with increase just over a tenth of one percent are also POPOS: Howard and Fremont Plaza, and Main Street Plaza. The additional shadow on these spaces would occur during the early and mid-morning respectively. Potential shadow on the two largest future parks not yet constructed – City Park and Transbay Park – would be very limited, both with not more than 0.03% TAAS in the early morning hours. Staff finds this additional shadow is not significant and adverse to the use and enjoyment of these parks and public spaces and therefore in compliance with Policy 1.9 of the Recreation and Open Space Element of the General Plan as the policy specifically calls to "to maintain sunlight in these spaces during the hours of their most intensive use while balancing this with the need for new development to accommodate a growing population in the City."

Table 1 – Shadow Impact of the Proposed additional 100 feet on Parks and Open Spaces.

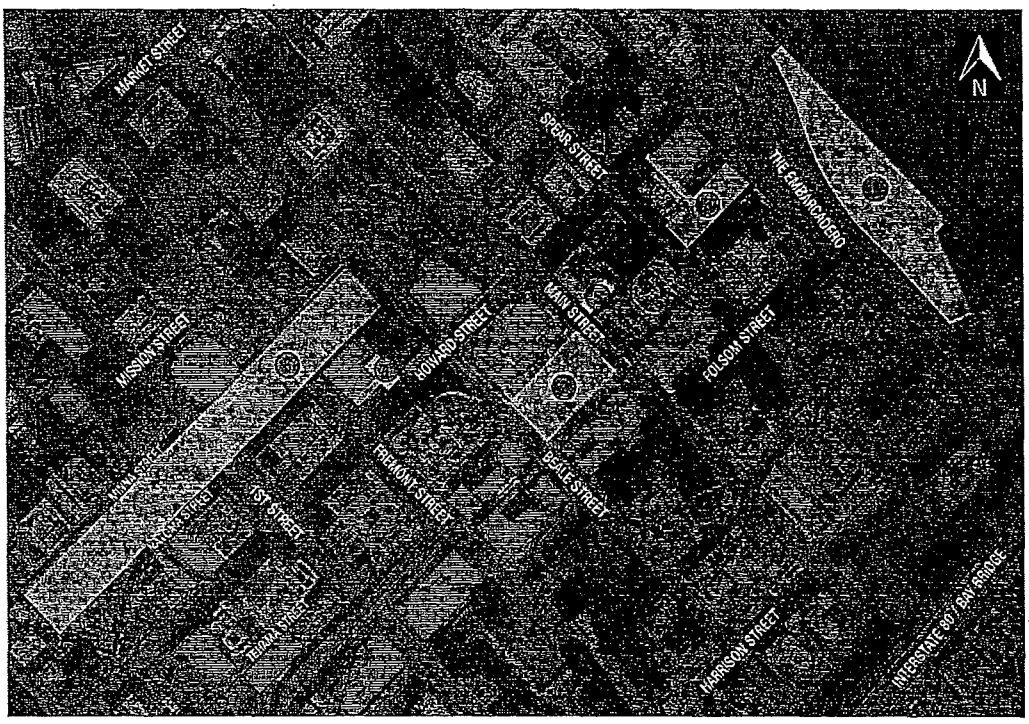
	Rincon Park	Transbay Park (Future)	Spear Street Terrace	Howard Fremont Plaza	Main Street Plaza	Transbay Terminal Park (Future)
Type Of Park	Open To Public	Open To Public	Open To Public	Open To Public	Open To Public	Open To Public
Additional Days Per Year Shadow Would Be Caused By 400 Foot Tower Compared to 300 Foot Tower	28	None	28	43	None	70
Day(s) of Maximum Shadow	Feb 23 & Oct 18	June 21	Feb 23 & Oct 18	May 10 & Aug 2	May 10 & Aug 2	Apr 5 & Sep 6
Additional Duration of Shadow on Day of Maximum Shadow	45 mins	18 mins	18 mins	18 mins	44 mins	18 mins
Additional Annual Shading on Park/Open Space	.34%	.03%	.49%	.12%	.19%	.023%



Open Spaces Analyzed for Shadow Impact

Proposed Project @ 160 Folsom / Transbay Block 1

Affected Open Spaces
- Rincon Park
- Transbay Park
- Spear Street Terrace
- Howard/Fremont Plaza
- Main Street Plaza
- Transbay Terminal Park



Area Map / Study Scope

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.

Discussion

The proposed Plan Amendment would result in an additional nine stories in the proposed residential tower on Block 1. Table 2 illustrates the changes in the number of units and number of affordable units as a result of the proposed change. The additional nine stories would allow a 23% increase in the total number of units provided. From these added units, 60% would be designated as BMR including 30 more units affordable to households earning 120% of AMI and 14 more units affordable to households earning 100% of AMI. At 120% of AMI, a household of four earns up to $122,300 annually, represented for example by two teachers with two children. At 100% of AMI, a household of four earns up to $101,000 annually and can be represented by a construction worker and a postal clerk with their two children. The proposed Plan Amendment would allow for an additional 73 households of moderate income to live in a neighborhood with superior access to public transportation. In total the proposed Amendment would result in about 40% of all the units within the entire Block 1 project.

Staff finds the proposed height amendment suitable for this area of Downtown first because of the convenient access to public transit. The proximity to a variety of transit options within the city and to the Bay Area would allow for sustainable development. The majority of the added units are designated to moderate income households, who would substantially benefit from the added options for homeownership in a transit-friendly neighborhood.

Secondly the location is suitable for additional 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 adopted 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 1 within the confines of maintaining a cohesive skyline as discussed in the previous section.

Table 2

OVERALL PROJECT	ENA (with 300' Tower)	Proposed (with 400' Tower)	Difference
Tower Height	300 feet	400 feet	100 foot increase
Stories	30	39	Additional 9 stories
Total Units	318 Units	391 Units	73 more units overall
Total BMR Units	112 BMR Units	156 BMR Units	44 more BMR Units
Overall Project Affordability	35%	40%	5% more overall affordability
Level of Affordability			
Podium	80% AMI (25 units) 90% AMI (26 units) 100% AMI (25 units)	80% AMI (25 units) 90% AMI (26 units) 100% AMI (25 units)	No change
Tower	100% AMI (36 units)	100% AMI (50 units) 120% AMI (30 units)	120% AMI tier added for 30 additional units in tower
Location of Tower BMR Units	Floors 1-3	Floors 1-26	BMR units interspersed in tower

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.

Discussion

The proposed Amendment would result in a 40% increase in the number of affordable units provided in the proposed Block 1 residential tower by providing 44 more BMR units (for a total of 156 BMR units) that would otherwise not be included in the existing 300' height limit. The affordable units in the proposed Block 1 project would provide homeownership options to households of moderate income as described earlier in this report. The proposed Amendment presents an innovative approach in securing funding for permanently affordable housing without traditional government subsidies[1]. In developing Zone 1, OCII provides subsidies through land sale to developers, where the developers pay for the price of land and OCII provides subsidies on a per unit basis. The original ENA for Block 1 also included such subsidy: the land was priced at $19.2 million and OCII was required to provide $20.9 million in subsidy to the developer for the affordable units in podium, over the course of construction. In the proposed terms, the developer would not pay cash for the land which would bring a saving of $1.7 million to the City.

The proposed Amendment would also increase the overall percentage of below market rate units from 35% of all units to 40% of all units. Section 5027.1 of the California Resources Code sets the minimum affordable housing requirement for the Transbay Redevelopment Plan Area as part of the State's negotiations with San Francisco related to the demolition of the Transbay Terminal and construction of a

[1]*Examples: CDLAC or TCAC.*

new terminal. This state law requires that at least 35% of all dwelling units developed within the boundary (both Zone 1 or Two) 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 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. In Zone 2, the Below Market Rate requirement is only 15% and therefore in Zone 1 rates higher than 35% is necessary to meet the State required average 35% of all dwelling units within both Zones. The proposed Amendment would help the City achieve this State requirement.

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.

Discussion

Zoning changes in the City occur through a community planning process for a neighborhood or sub-set of a neighborhood. The proposed Amendment was discussed with the OCII's Transbay Citizen's Advisory Committee and other outreach events in the community. In July 2014, the TCAC approved the terms of the ENA for the Block 1 Project, which included the proposed height increase. In 2014 and 2015, the Developer also sponsored four community and town hall meetings in the neighborhood (July 2014, August 2014, November 2015, January 2016). Staff finds the proposed height change to serve the public good through additional affordable housing units and transit-oriented development.

The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed environmental findings and findings of General Plan conformity on February 25, 2016.

NOW THEREFORE BE IT RESOLVED, 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 resolution.

I hereby certify that the foregoing Motion was adopted by the Commission at its meeting on February 25, 2016.

Jonas P. Ionin

Planning Commission Secretary

AYES: Antonini, Hillis, Fong, Richards, Wu

NOES: Moore

ABSENT: Johnson

ADOPTED: February 25, 2016

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Resolution No. 19549

HEARING DATE: JAN 14, 2016

Project Name:	**Initiation of General Plan Amendment for Map 5 of the Downtown Plan**
Case Number:	2016-000003GPA
Initiated by:	Planning Commission
Staff Contact:	Kimia Haddadan, Citywide Kimia.haddadan@sfgov.org , 415-575-9068
Reviewed by:	Joshua Switzky, Senior Planner Joshua.Switzky@sfgov.org, 415-575-6815
Recommendation:	**Initiate the General Plan Amendment and Adopt the Draft Resolution**

MOTION OF INTENT TO INITIATE AN AMENDMENT THE GENERAL PLAN BY REVISING MAP 5 OF THE DOWNTOWN AREA PLAN TO INCLUDE A NOTE STATING THAT THE PROPOSED HEIGHT AND BULK DISTRICTS ON ASSESSOR'S BLOCK 5 3740, LOTS 027, 029, 030, 031, AND 032 (TRANSBAY BLOCK 1) AND ASSESSOR'S BLOCK 3739, LOT 004 WITHIN THE TRANS BAY REDEVELOPMENT PROJECT AREA SHALL BE CONSISTENT WITH THOSE PROVIDED IN THE TRANSBAY REDEVELOPMENT PLAN DEVELOPMENT CONTROLS; AND MAKING FINDINGS, INCLUDING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 1 01.1.

PREAMBLE

WHEREAS, The Transbay Redevelopment Plan ("Plan") adopted in 2005 and amended in 2006 laid out development controls for parts of downtown adjacent to the Transbay Terminal within two major zones: Zone 1 and Zone 2. The Plan changed the development controls, including height limits, on several parcels within Zone 1 of the Plan area. Zone 1 consists of primarily publicly-owned parcels along Folsom Street that formerly housed the now-demolished Embarcadero Freeway; and

WHEREAS, The Final Environmental Impact Report for the Transbay Redevelopment Plan was certified by the Planning Commission Motion No. 16733 on April 22, 2004.

WHEREAS, The Ordinances adopting the Redevelopment Plan in 2006 included relevant General Plan Amendments that reflected the height and zoning changes. Map 5 of the Downtown Plan, which identified recommended height and bulk limits in the Downtown, was amended with a notation: '*Remove 80-x label from freeway lands in Transbay and replace with notation that says "See Redevelopment Plan Development Controls.*' This amendment appears to have inadvertently excluded Zone 1 blocks that are within the 200' District in Map 5: 3740/029-31 and 3739/004 (collectively referred to in the Redevelopment Plan as "Block 1"), leaving the General Plan out of synch with the adopted Redevelopment Plan. While

the Redevelopment Plan changed the allowable height of these blocks to 300', the added notation in Map 5 does not reference the Redevelopment Plan.

WHEREAS, The proposed amendment would correct Map 5 of the Downtown Plan to reflect that the block is subject to the controls of the Transbay Redevelopment Plan. It would add another notation to this Map that would capture the aforementioned parcels that were missed in the General Plan Amendments in 2006.

MOVED, That pursuant to Planning Code Section 340, the Commission Adopts a Motion of Intent to Initiate amendments to the General Plan;

AND BE IT FURTHER MOVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced General Plan amendment contained in the draft Ordinance, approved as to form by the City Attorney in **Exhibit B**, to be considered at a publicly noticed hearing.

I hereby certify that the foregoing RESOLUTION was ADOPTED by the San Francisco Planning Commission on Jan 14, 2016.

Jonas Ionin
Commission Secretary

AYES: Antonini, Fong, Hillis, Johnson, Richards,

NOES: Moore, Wu

ABSENT:

1

Transbay Block 1 - General Plan Amendment

Board of Supervisors Land Use and Transportation Committee

April 4, 2016

OCII
office of
COMMUNITY INVESTMENT
and INFRASTRUCTURE

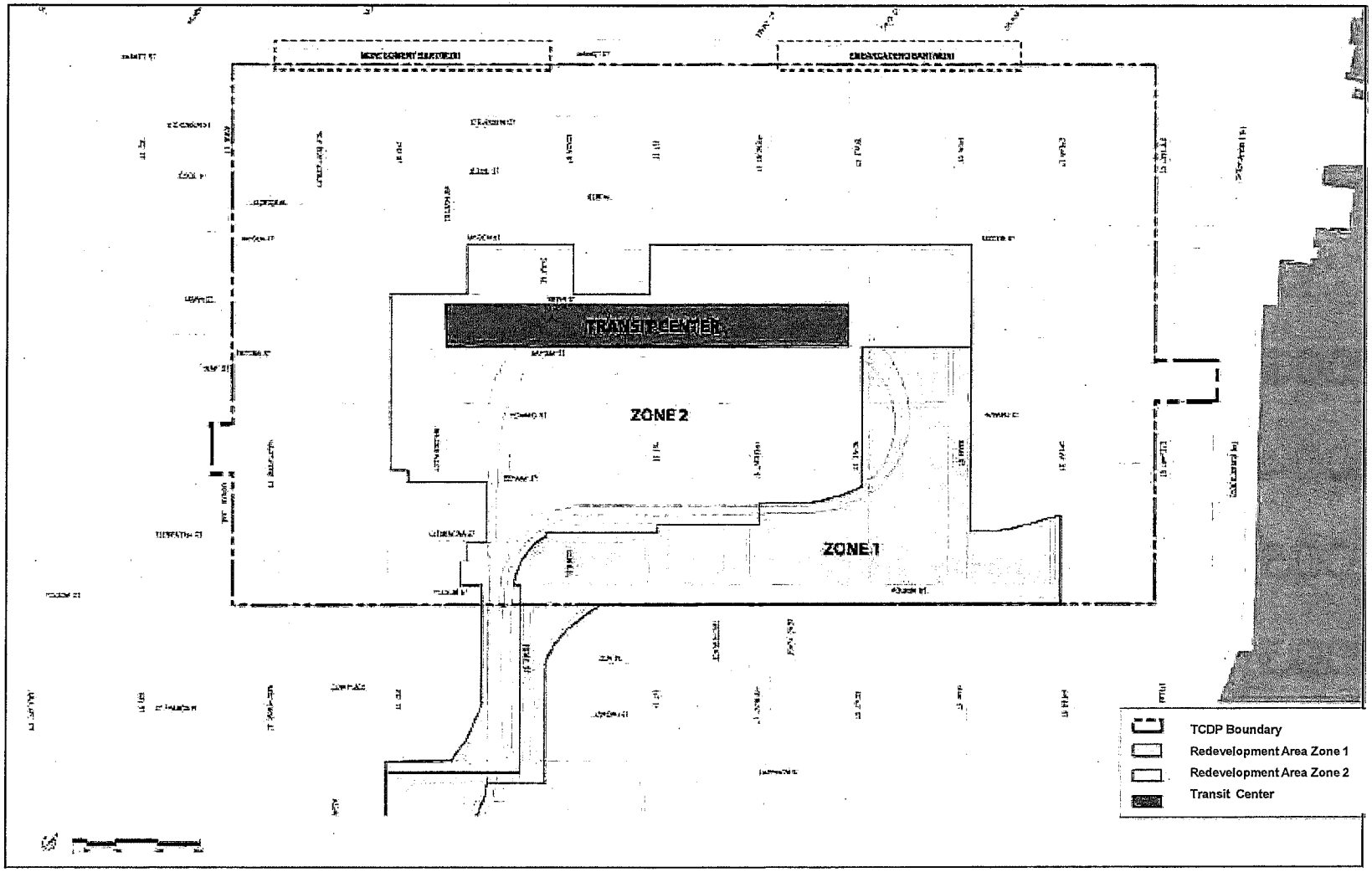
Today's Presentation

1. Transbay Redevelopment Plan Block 1 Background (**Informational)**
2. General Plan Amendment to Map 5 of the Downtown Plan (**Action Item)**

Transbay Background

1994	Board of Supervisors establishes Transbay Redevelopment Survey Area
2002	Transbay Project Draft Environmental Impact Report published.
2003	SFRA published Transbay Design for Development.
2004	Transbay Project EIR certified.
2005	Transbay Redevelopment Plan adopted
2005	Rincon Hill Plan adopted.
2012	Transit Center District Plan adopted.

Redevelopment and TCDP Areas



Affordability Requirements

- AB 812 and Transbay Redevelopment Plan require **35% of <u>all</u> units** built in Zone 1 & 2 be affordable
- Redevelopment Plan requires individual projects within Zone 1 & 2 to provide 15% affordable on-site

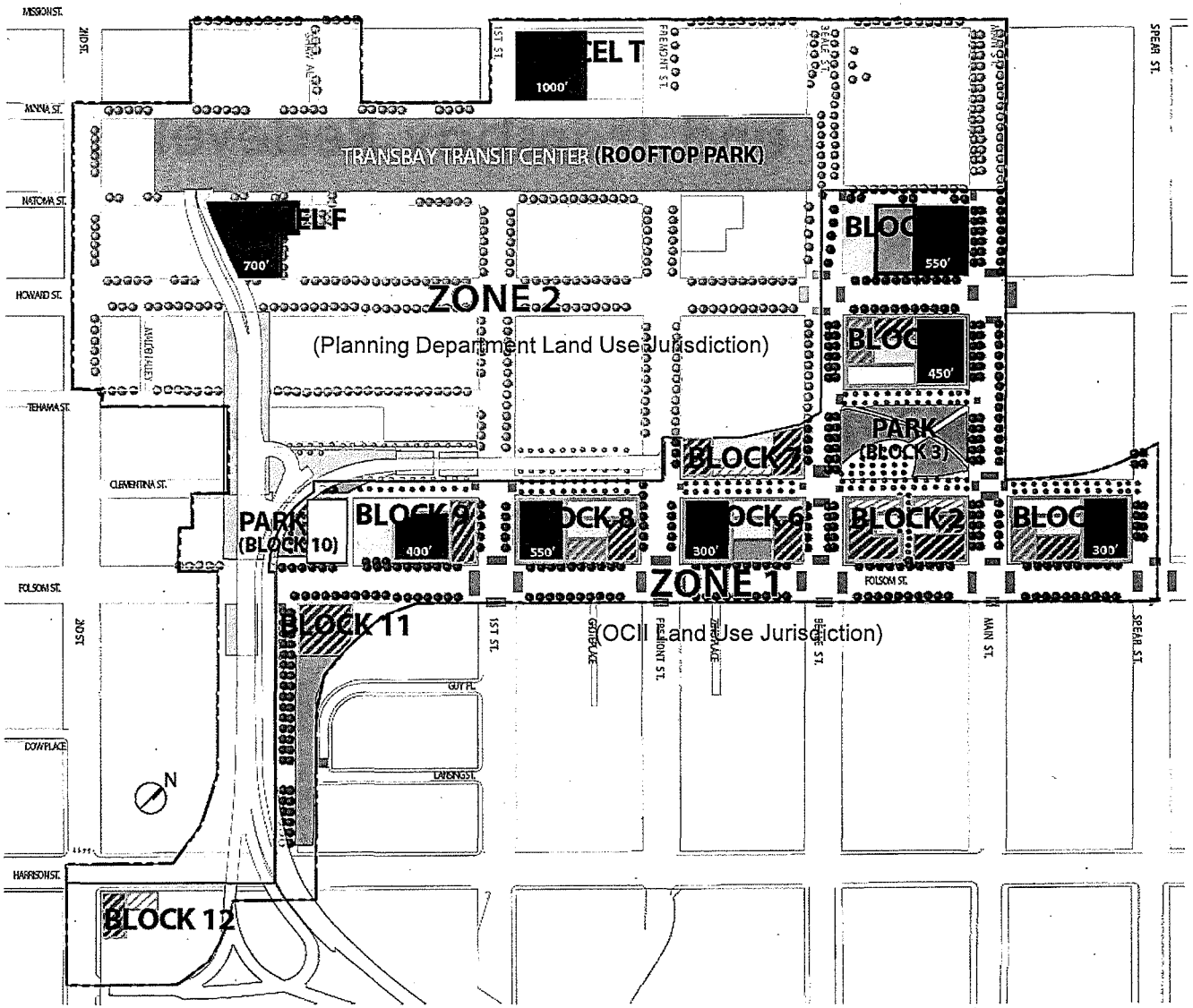
Transbay Development Program

Publicly-Owned Parcels

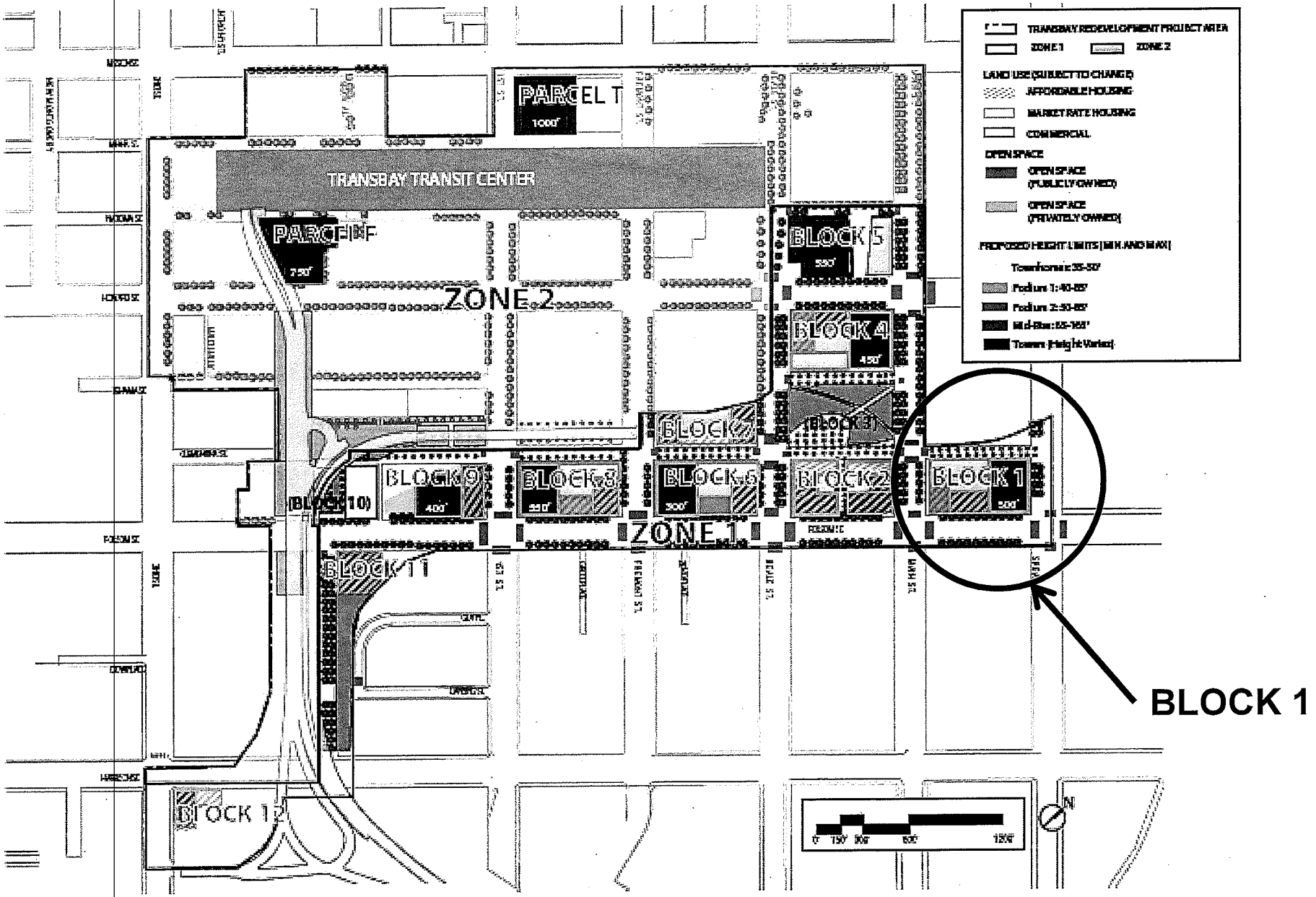
- Over 3,200 new residential units (including over 1,300 affordable units)
- Over 2.6 million s.f. of new office development
- 200,000 s.f. of new retail space
- 9 acres of new parks, including 5.5-acre rooftop park on Transbay Transit Center

Privately-Owned Parcels

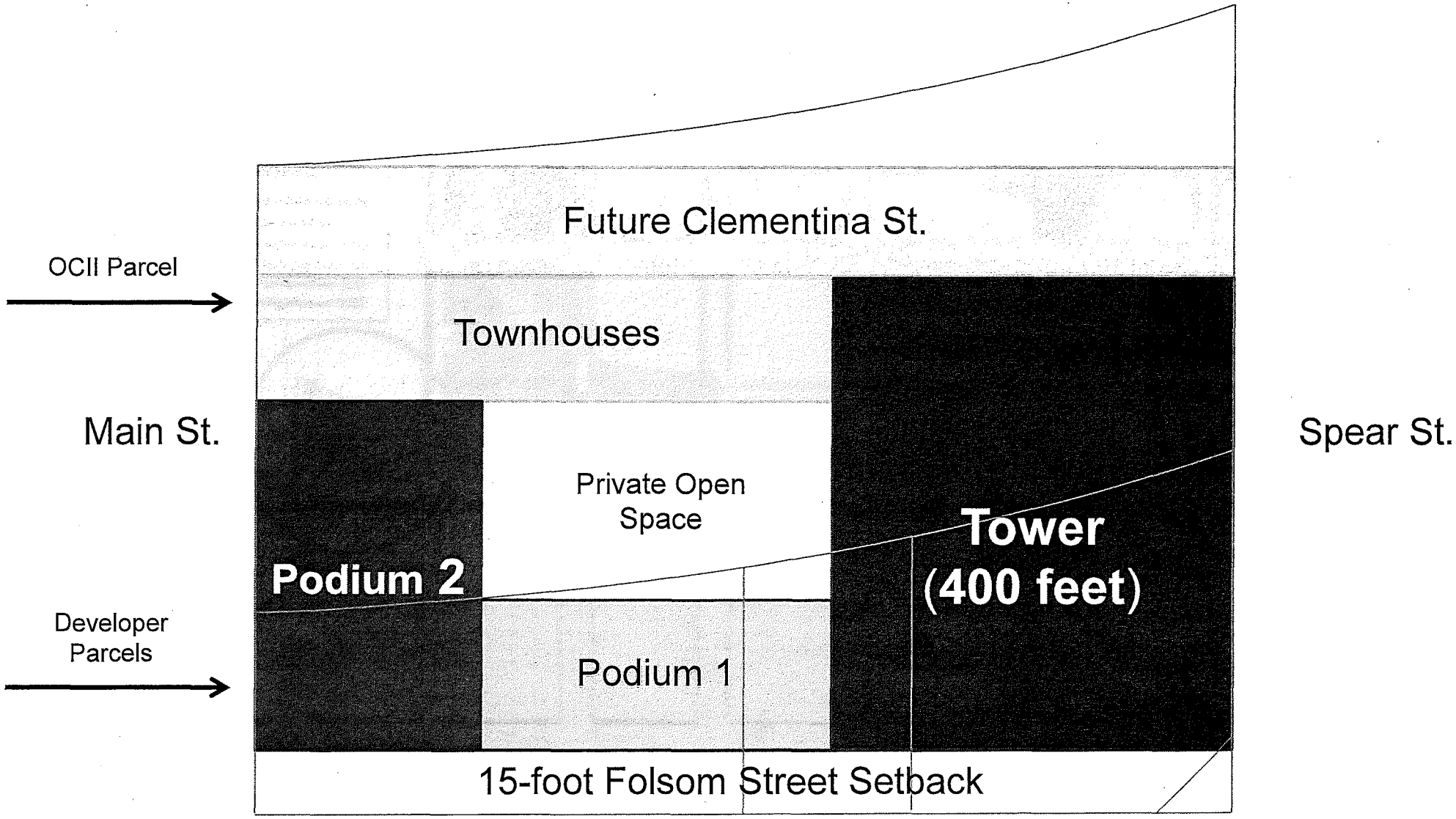
- Over 900 new residential units
- Nearly 4 million s.f. of new office development



Transbay Block 1



Proposed Development Program 400 feet



Proposed Project Summary

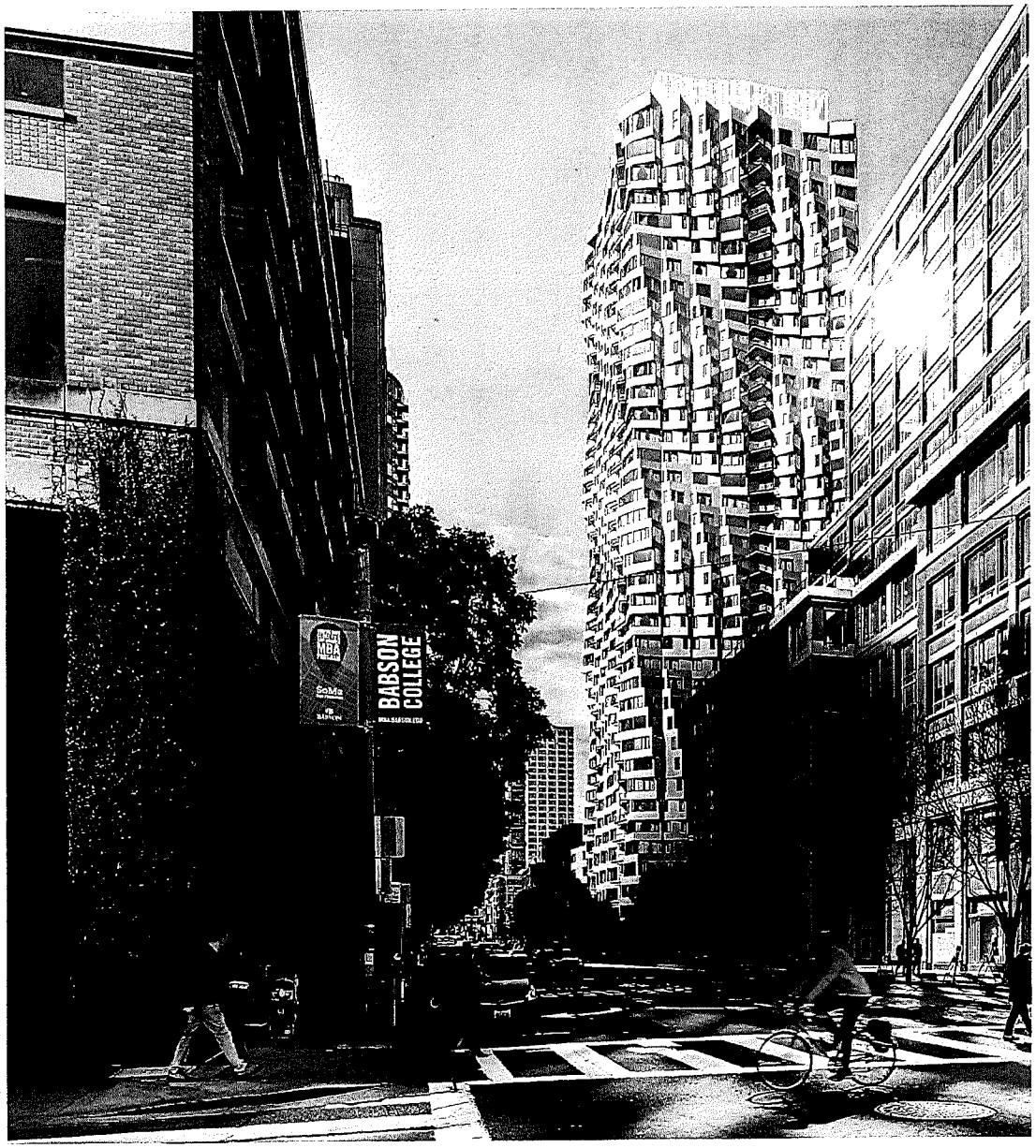
- Proposed height increase from 300' to 400'
- Mixed income homeownership project - 391 Units
- Public benefits of the height increase:
  - Increases total project housing units
    - 44 more affordable units in tower
  - 40% of total project units affordable -156 Units @ 80% to 120% AMI
- Affordable units dispersed in first 26 floors of tower and in podium building
- Separate HOA for BMR residents
- Amenities shared by all residents
- Insignificant shadow impact on parks
  - EIR addendum: Less than 0.5% additional shadow impact

Proposed Project – Benefits

OVERALL PROJECT	ENA (with 300' Tower)	Proposed (with 400' Tower)	Benefit
Tower Height	300 feet	400 feet	100 foot increase
Stories	30	39	Additional 9 stories
Total Units	318 Units	391 Units	73 more units overall
Total BMR Units	112 BMR Units	156 BMR Units	44 more BMR Units
Overall Project Affordability	35%	40%	5% more overall affordability
Level of Affordability			
Podium	80% AMI (25 units) 90% AMI (26 units) 100% AMI (25 units)	80% AMI (25 units) 90% AMI (26 units) 100% AMI (25 units)	No change
Tower	100% AMI (36 units)	100% AMI (50 units) 120% AMI (30 units)	120% AMI tier added for 30 additional units in tower
Location of Tower BMR Units	Floors 1-3	Floors 1-26	BMR units interspersed in tower

Proposed Project

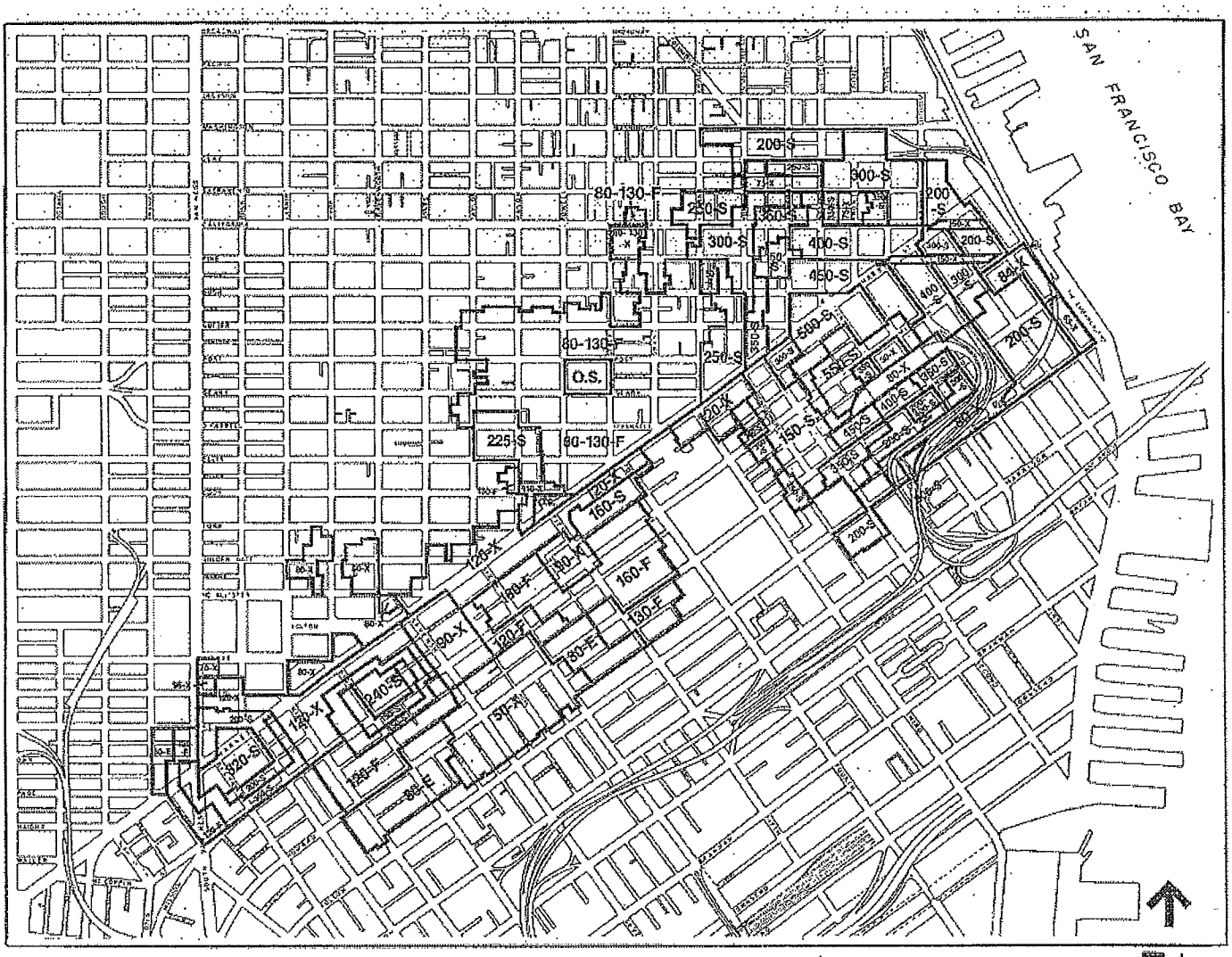
View Looking West From Embarcadero and Folsom



View from Bay Bridge – 400' Tower + Planned Projects

EXHIBIT E

EXISTING MAP 5 OF THE DOWNTOWN PLAN



PROPOSED HEIGHT AND BULK DISTRICTS

Map 5

MAP TO BE EDITED

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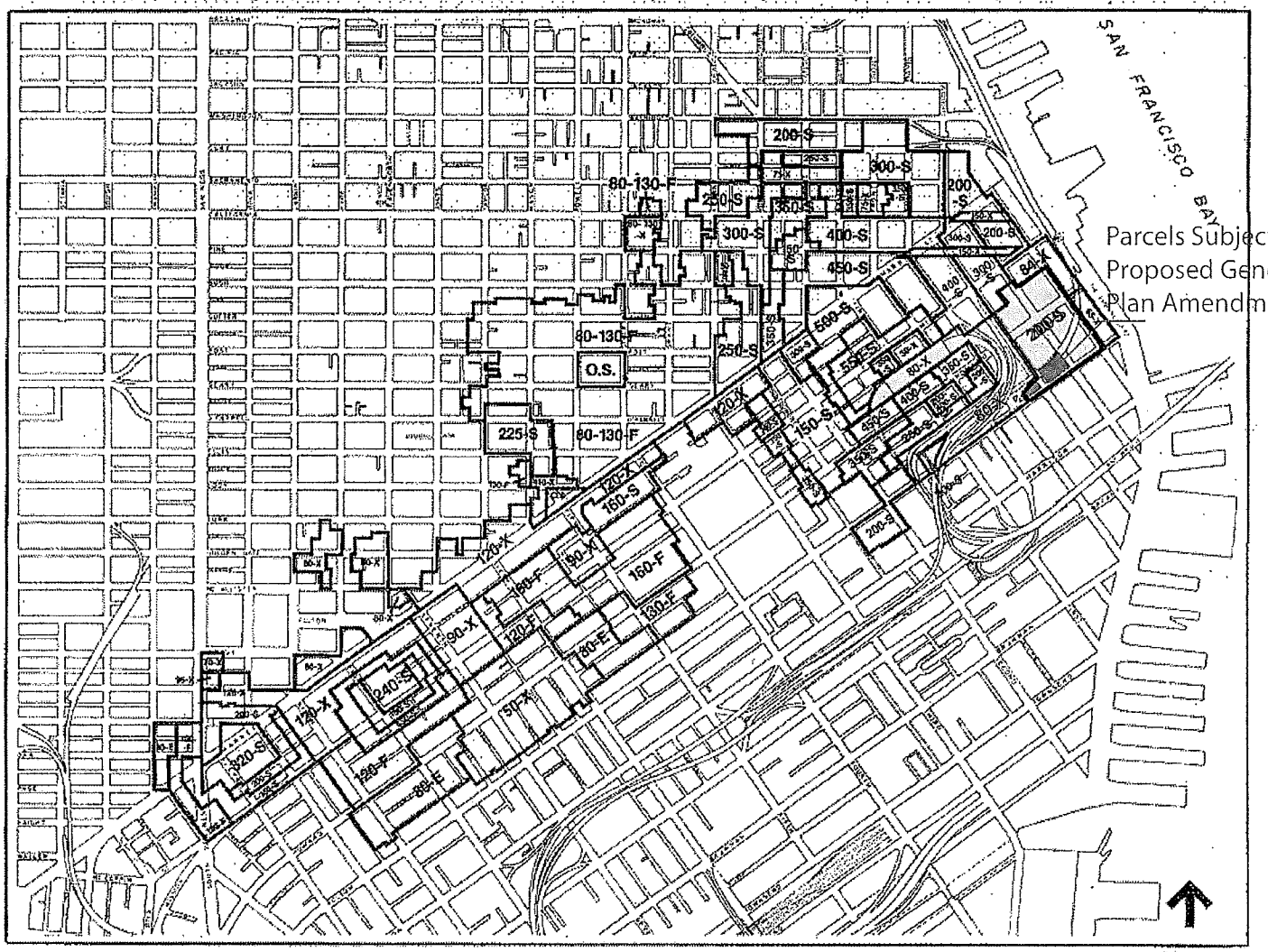
NOTE: The notations shown in italics represent recent amendments to the General Plan. This map is intended only as a temporary placeholder; d will be replaced by final maps illustrating these amendments in graphi

EXHIBIT F: MAP 5 LOCATION OF PARCELS SUBJECT TO PROPOSED GENERAL PLAN AMENDMENT

Parcels proposed for General Plan Amendment are within the 200-S height zone in Map 5. This is inconsistent with the adopted height for these parcels in the Transbay Redevelpoment Plan (Exhibit C & D)



PROPOSED HEIGHT AND BULK DISTRICTS

Map 5

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200-s Height Zone in Map 5

80-x Height Zone in Map 5

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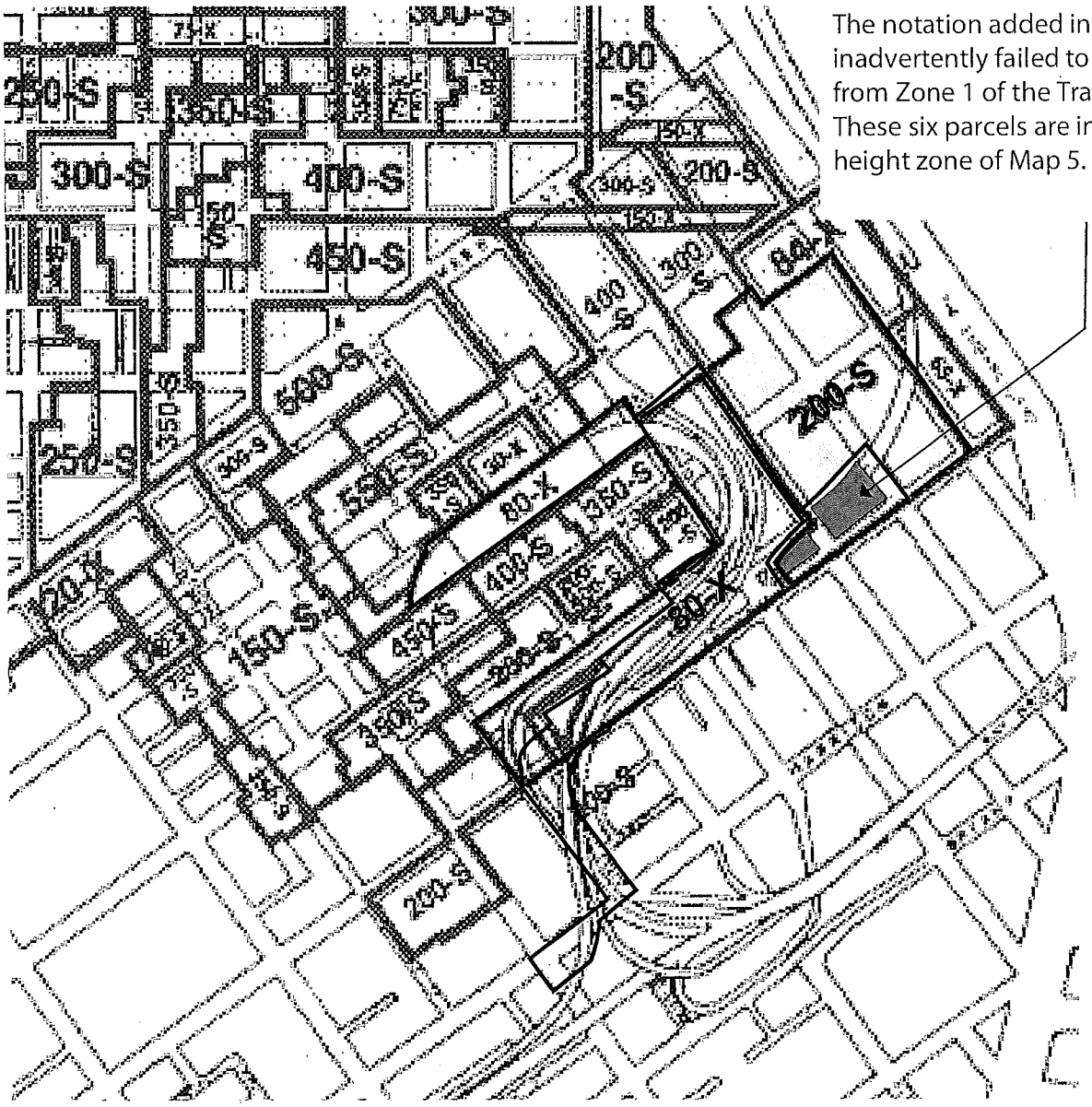
Exhibit G: Amendments Made to the Map 5 of the Downtown Plan in 2006 Related to the Transbay Redevelopment Plan

The notation added in 2006 (see below) inadvertently failed to include six parcels from Zone 1 of the Transbay Plan. These six parcels are in the 200-S height zone of Map 5.



NOTATION ADDED IN 2006 AS PART OF THE 2006 TRANSBAY REDEVELOPMENT PLAN AMENDMENT

MAP TO BE EDITED

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0 400FT

Transbay Zone One Boundary

200-s Height Zone in Map 5

80-x Height Zone in Map 5

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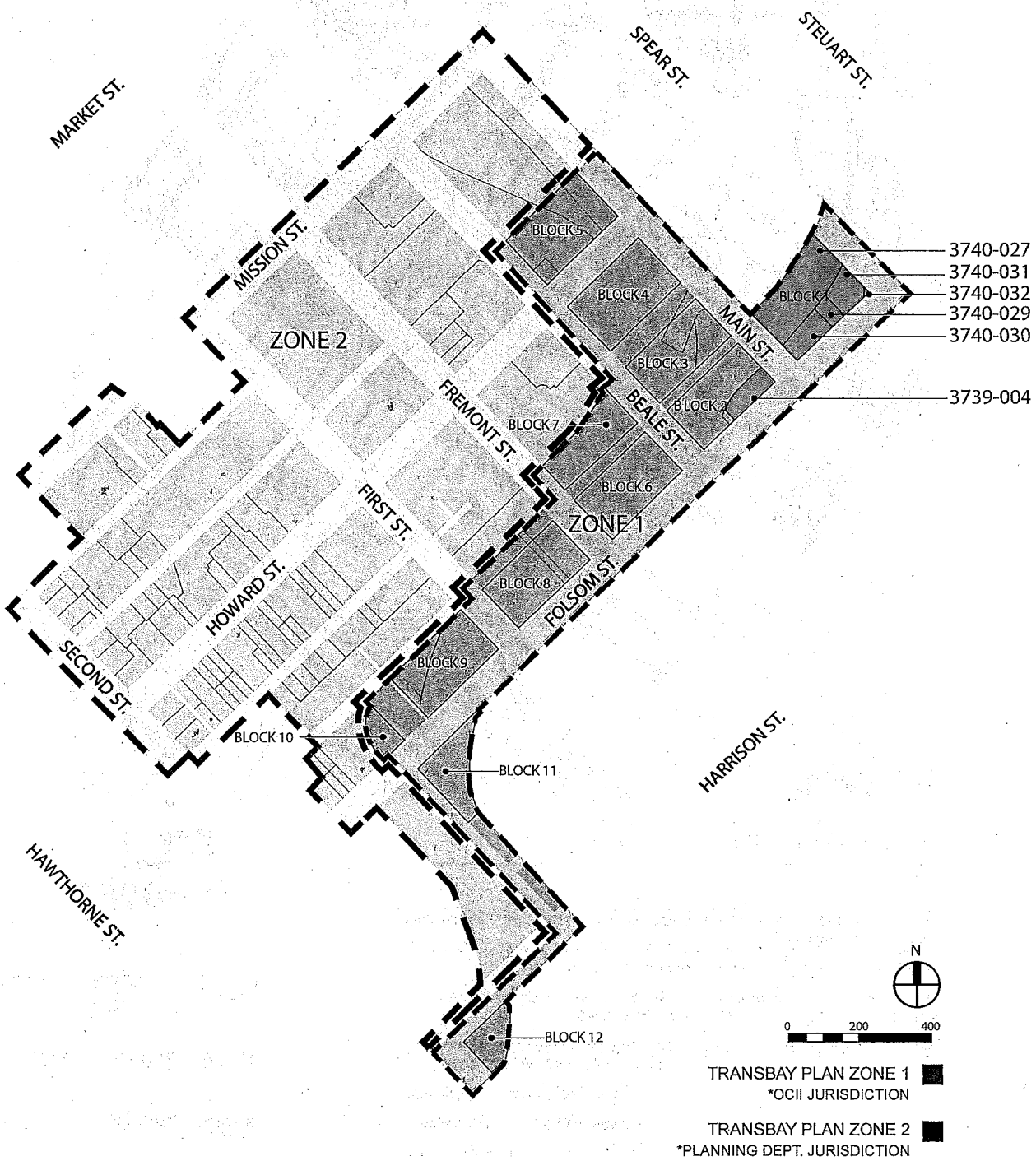
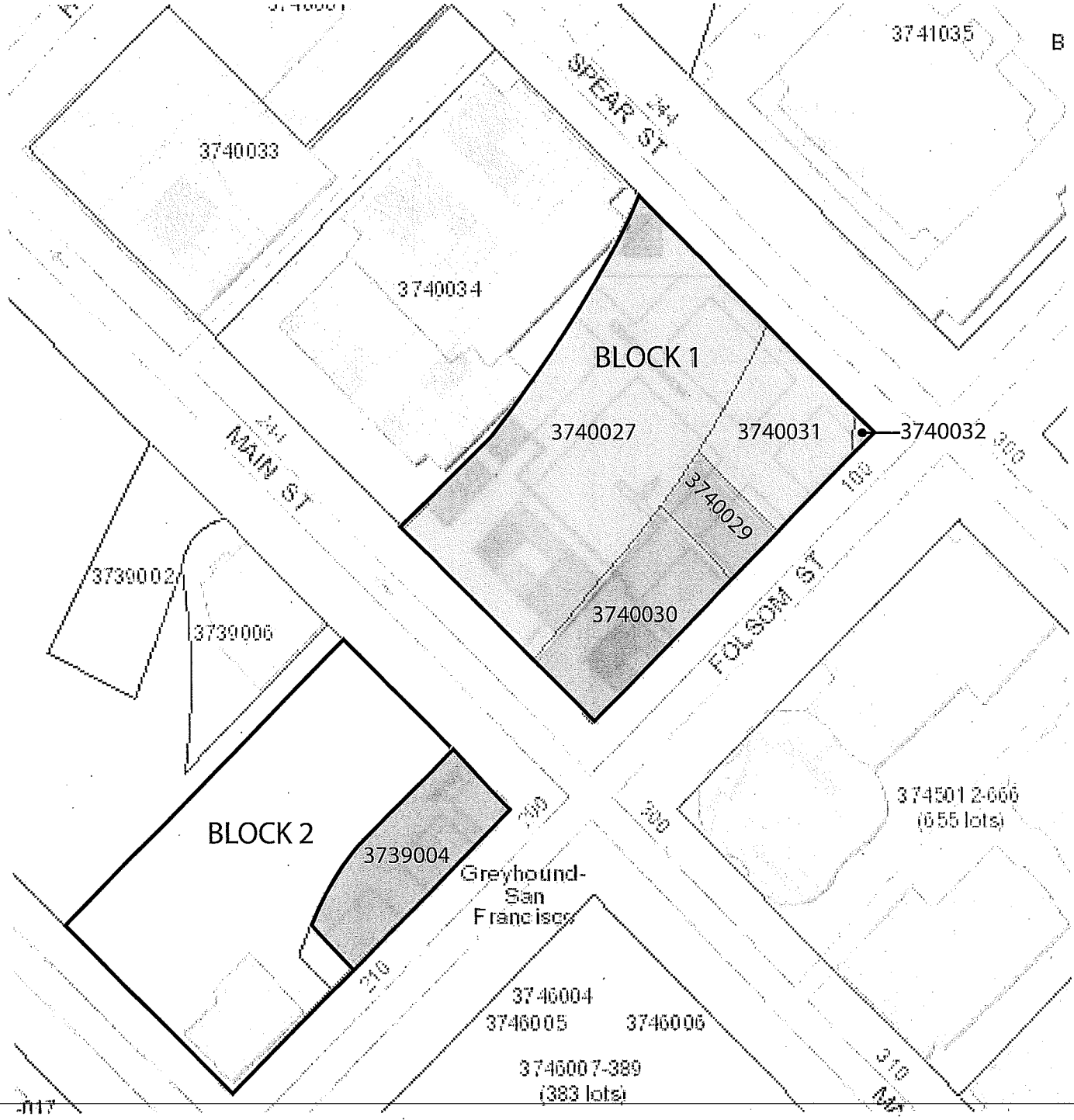
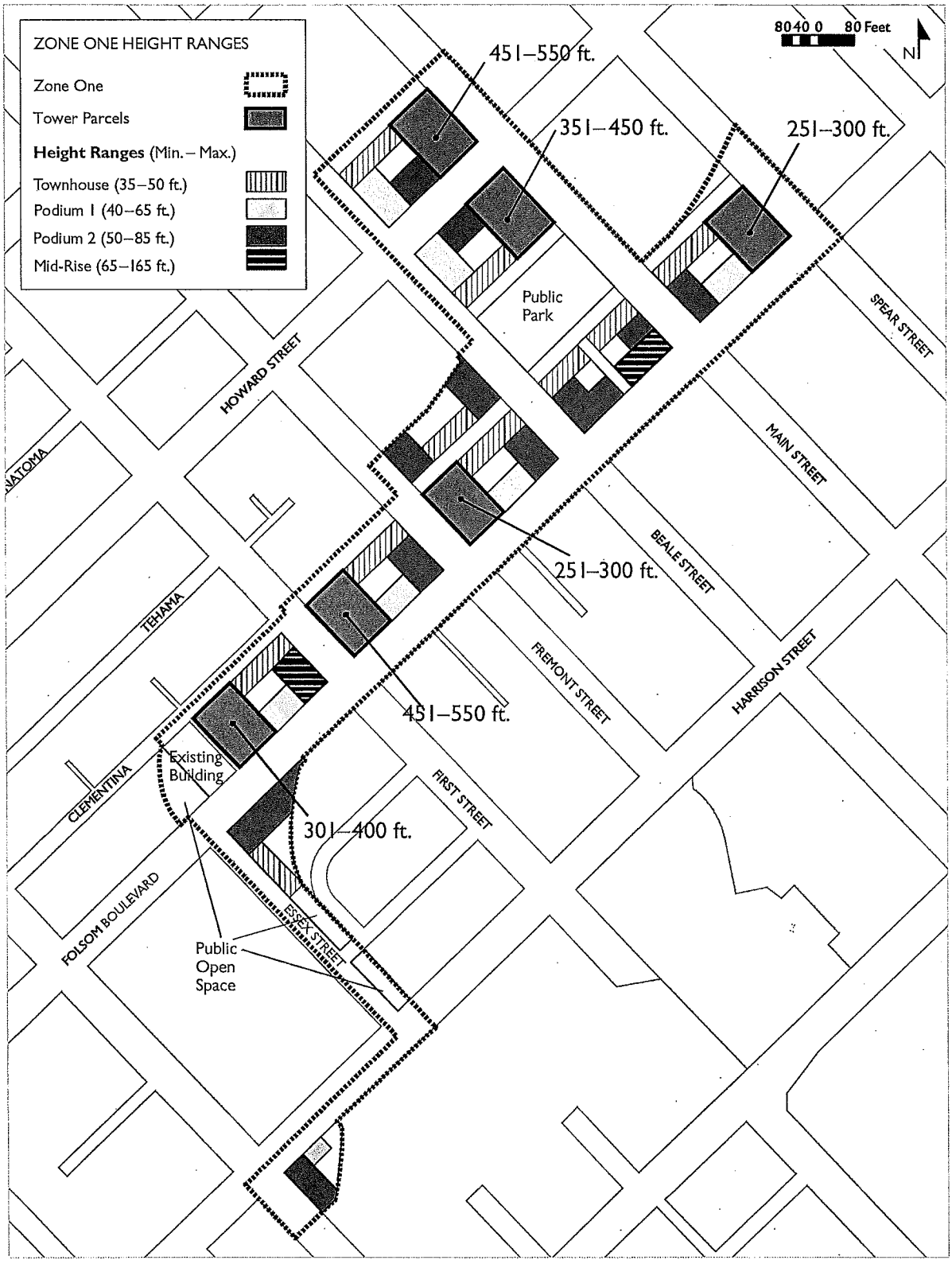
Exhibit B: Six Parcels Subject to the General Plan Amendment



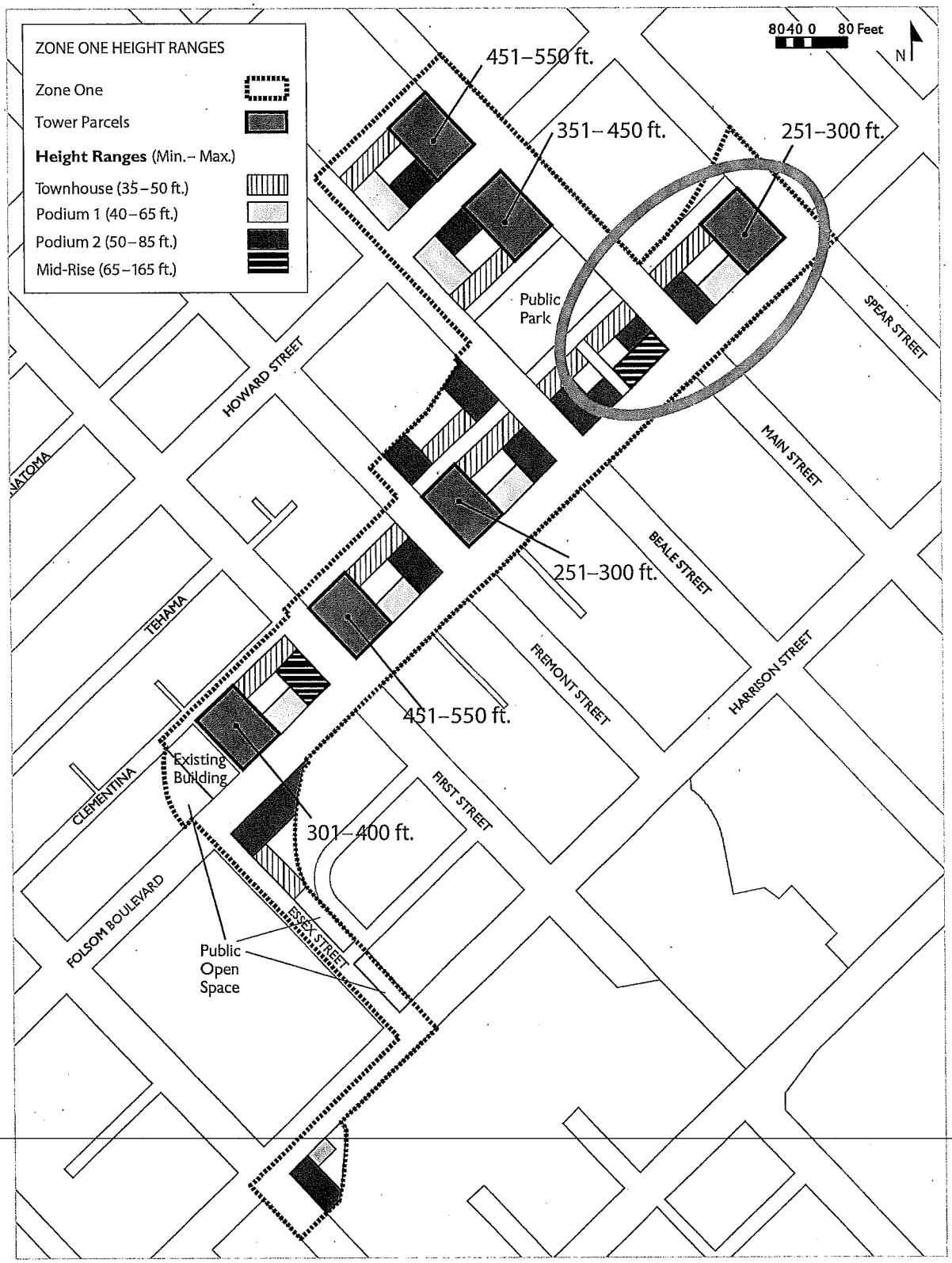
GENERAL PLAN AMENDMENT SUBJECT PARCELS



MAP 5


ZONE ONE HEIGHT RANGES
Zone One
Tower Parcels
Height Ranges (Min. – Max.)
Townhouse (35–50 ft.)
Podium 1 (40–65 ft.)
Podium 2 (50–85 ft.)
Mid-Rise (65–165 ft.)
80 40 0 80 Feet
N
451–550 ft.
351–450 ft.
251–300 ft.
Public Park
HOWARD STREET
SPEAR STREET
MAIN STREET
BEALE STREET
FREMONT STREET
HARRISON STREET
FIRST STREET
TEHAMA
CLEMENTINA
FOLSOM BOULEVARD
ESSEX STREET
Existing Building
301–400 ft.
Public Open Space

MAP 5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451–550 ft.
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HOWARD STREET
MAIN STREET
BEALE STREET
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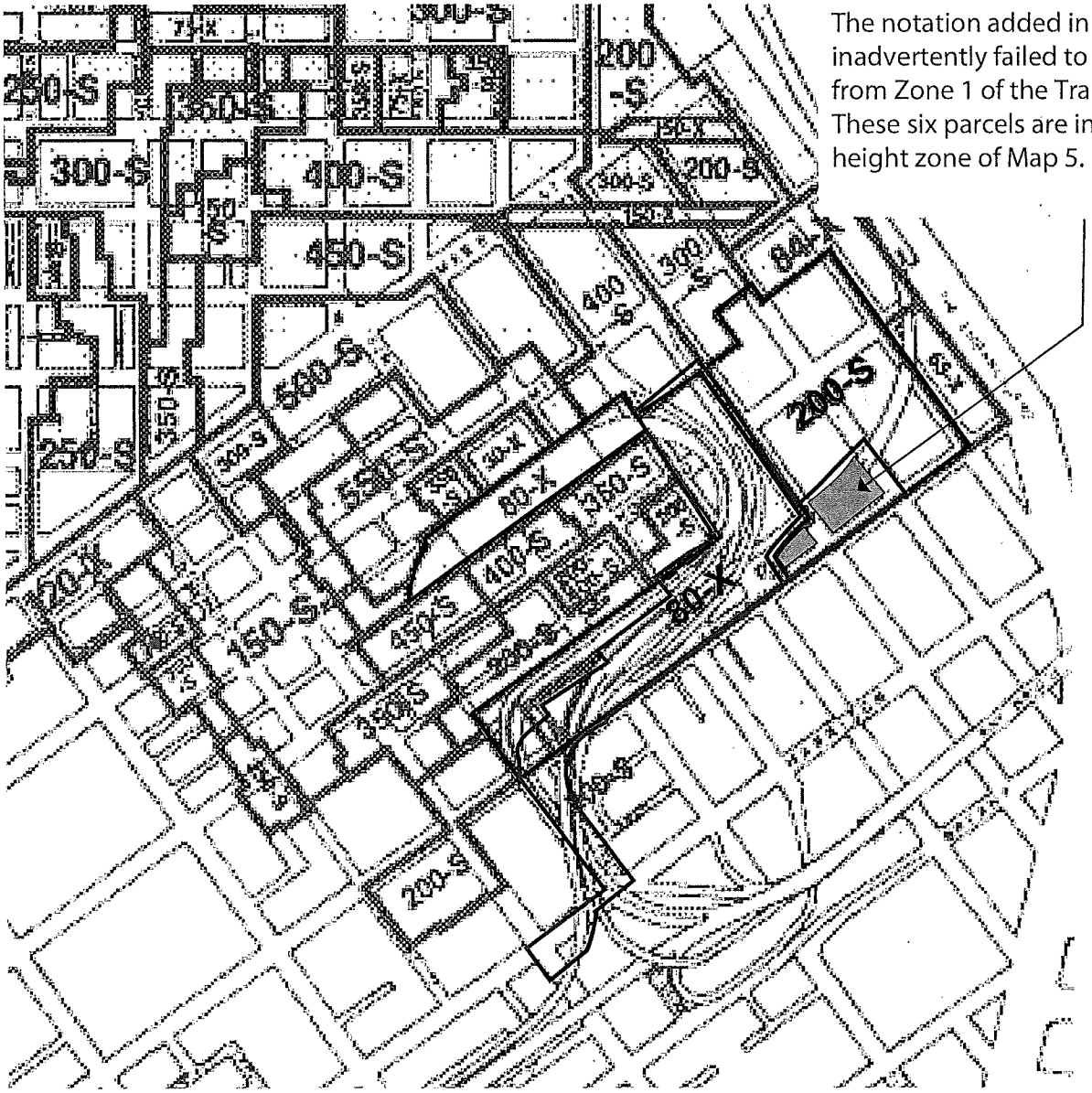

NOTATION ADDED IN 2006 AS PART OF THE 2006 TRANSBAY REDEVELOPMENT PLAN AMENDMENT

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0 400FT

Transbay Zone One Boundary

200-s Height Zone in Map 5

80-x Height Zone in Map 5

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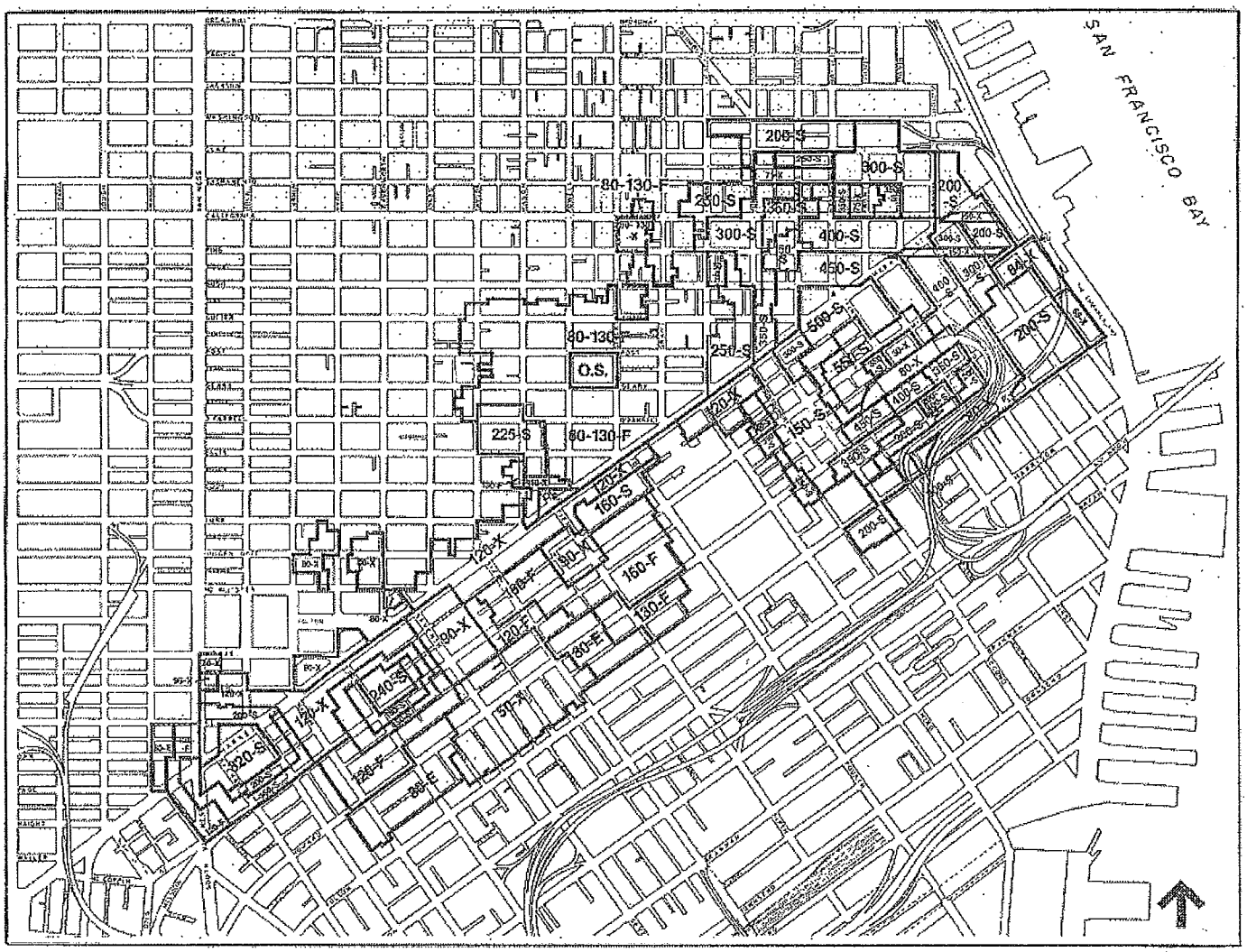
EXHIBIT H

PROPOSED REVISION TO MAP 5 OF THE DOWNTOWN AREA PLAN



0 400FT

PROPOSED HEIGHT AND BULK DISTRICTS

Map 5

MAP TO BE EDITED

- *Remove the 200-S label from Assessor's Block 3740, Lots 027, 029, 030, 031, 032 and Assessor's Block 3739, Lot 004 and replace it with a notation that states "See Transbay Redevelopment Plan Development Controls"*
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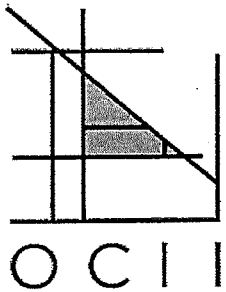
THANK YOU

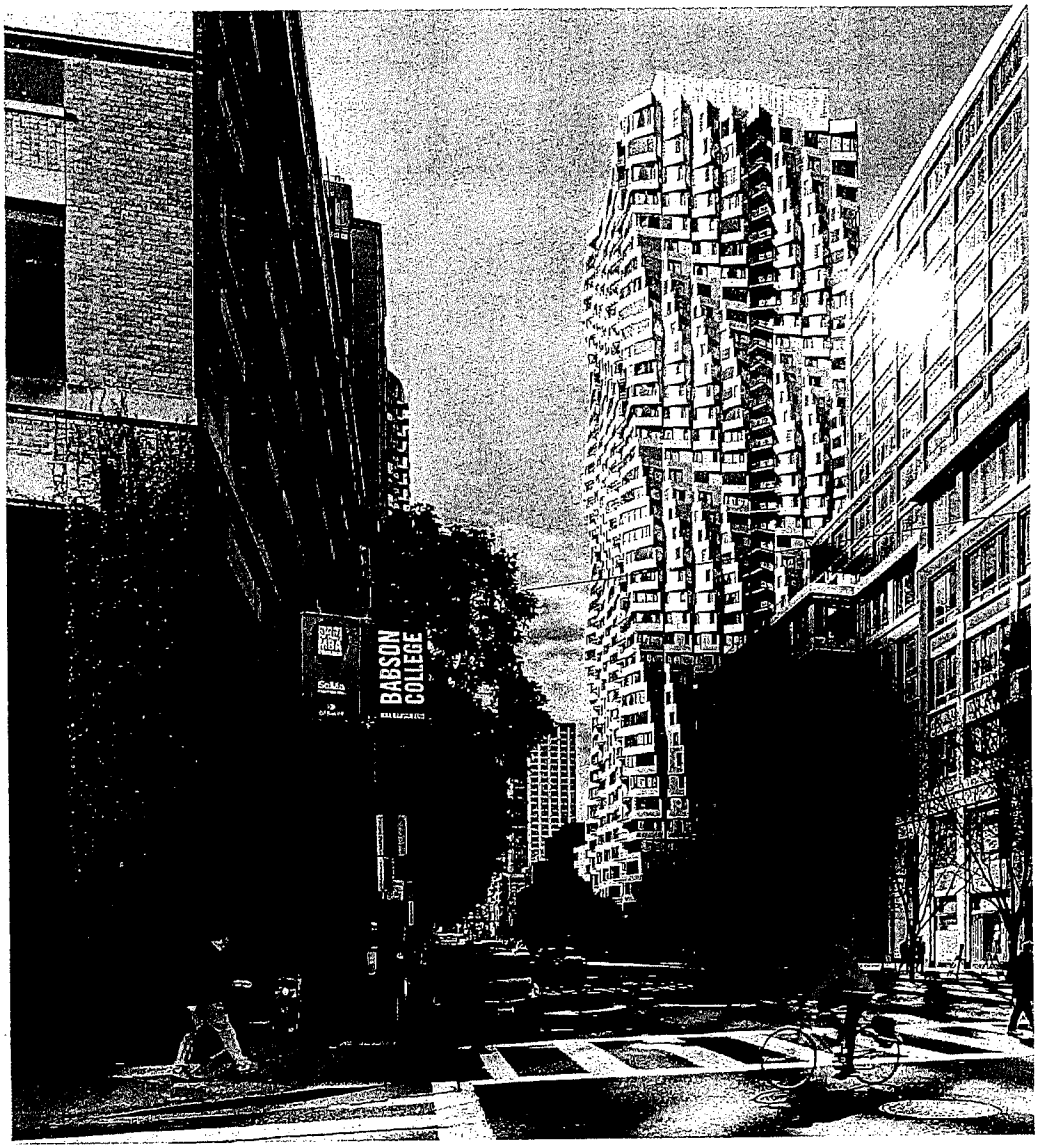


office of
COMMUNITY INVESTMENT
and INFRASTRUCTURE

Proposed Project

View Looking West From Embarcadero and Folsom

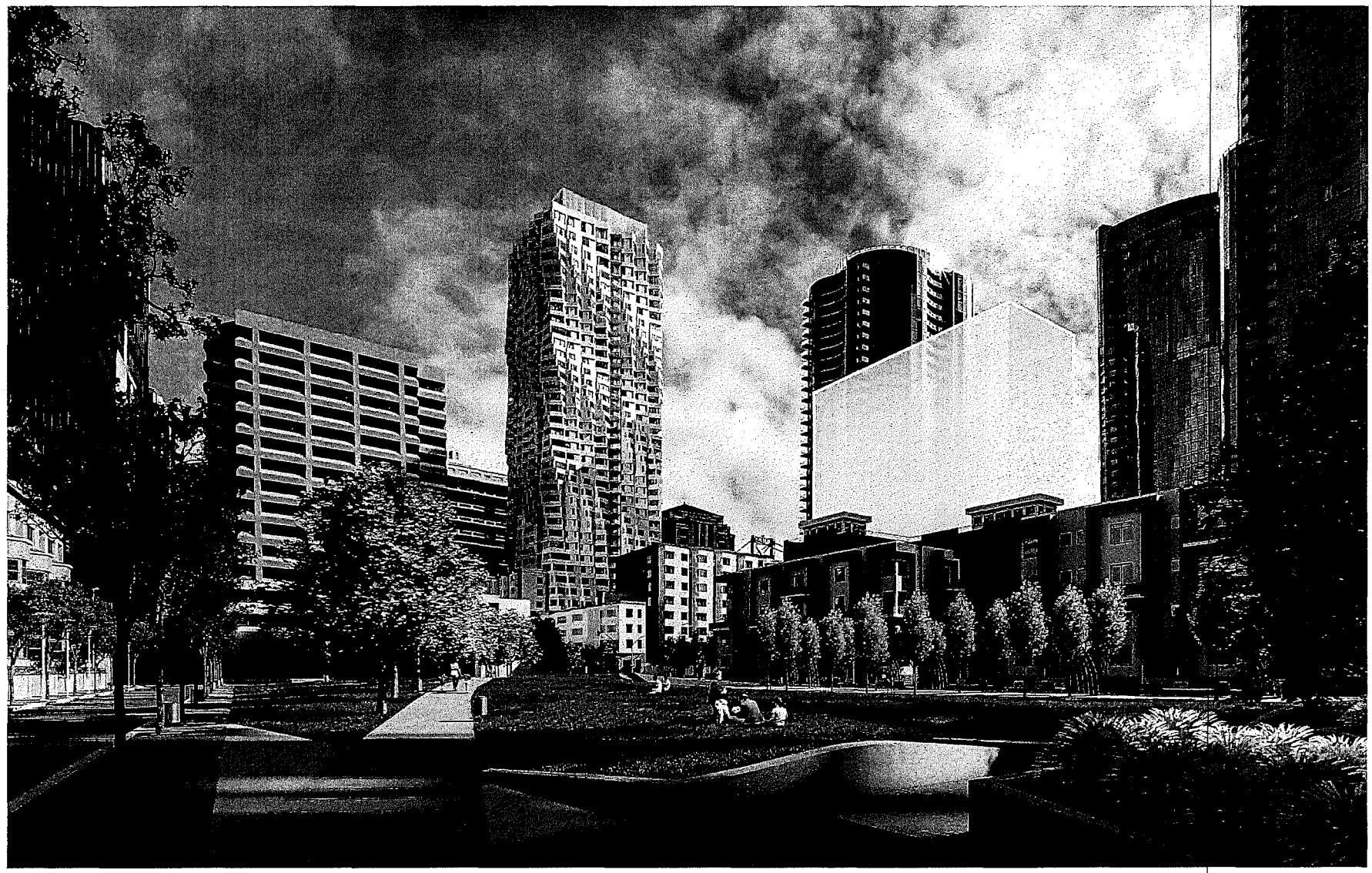
1



Proposed Project

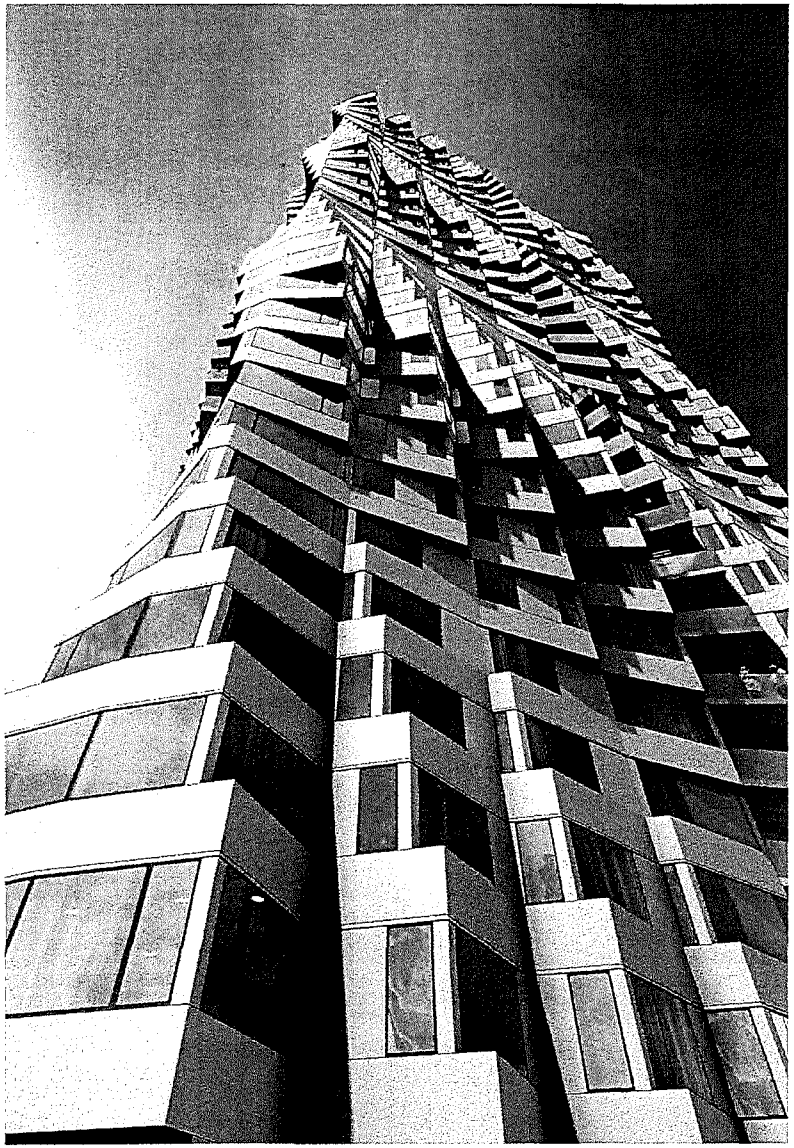
View Southeast From Future Transbay Park

2



Proposed Project

View Up Building Façade



Proposed Project

Street View Northwest From Spear and Folsom

4

Proposed Project

Street View East - Mid-block on Folsom (towards Gap Building)

Proposed Project

Street View Southeast From Mid-block on Main (towards Infinity)

Transbay Development Program

1

Publicly-Owned Parcels

- Over 3,100 new residential units (including over 1,300 affordable units)
- Over 2.6 million s.f. of new office development
- 200,000 s.f. of new retail space
- 9 acres of new parks, including 5.5-acre rooftop park on Transbay Transit Center

Privately-Owned Parcels

- Over 1,300 new residential units
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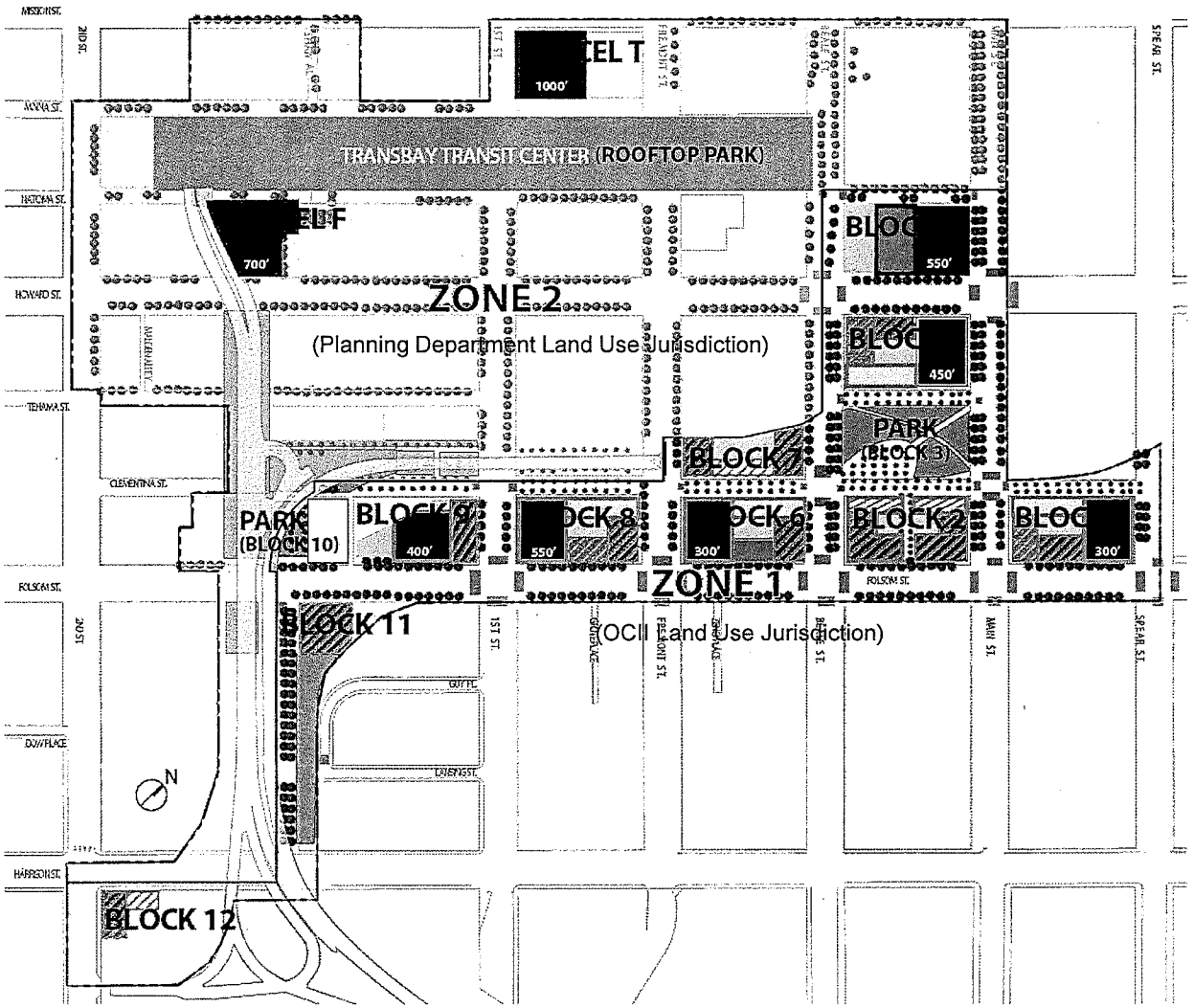


Transbay Zone 1 Project Status

Block 11 Rene Cazenave Apartments

- Developer: BRIDGE Housing & CHP
- Architect: Leddy Maytum Stacy Architects
- 120 units supportive housing
- Status: Complete and occupied

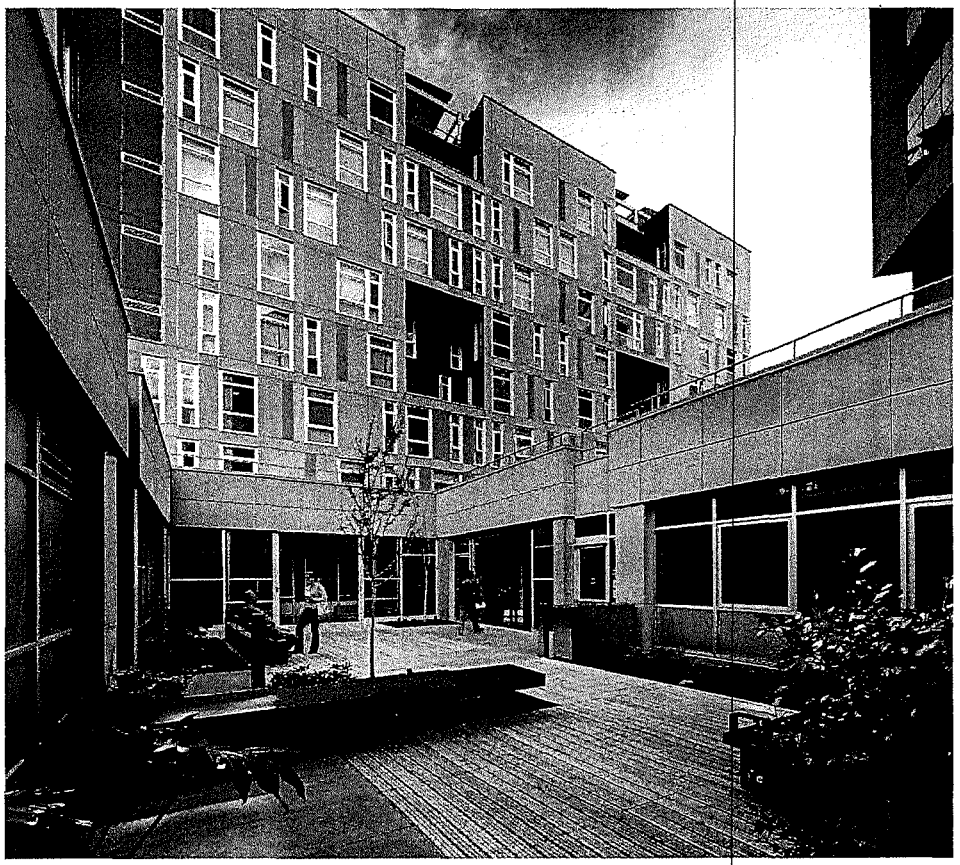


Photo by Tim Griffith

Transbay Zone 1 Project Status

Blocks 6/7

- Developer: Golub/Mercy
- Architects: Solomon Cordwell Buenz (SCB), Santos Prescott & Associates
- Market-Rate Units: 409
- Affordable Units: 180 (30%)
- Total Units: 599
- Status: B6 Podium complete and occupied

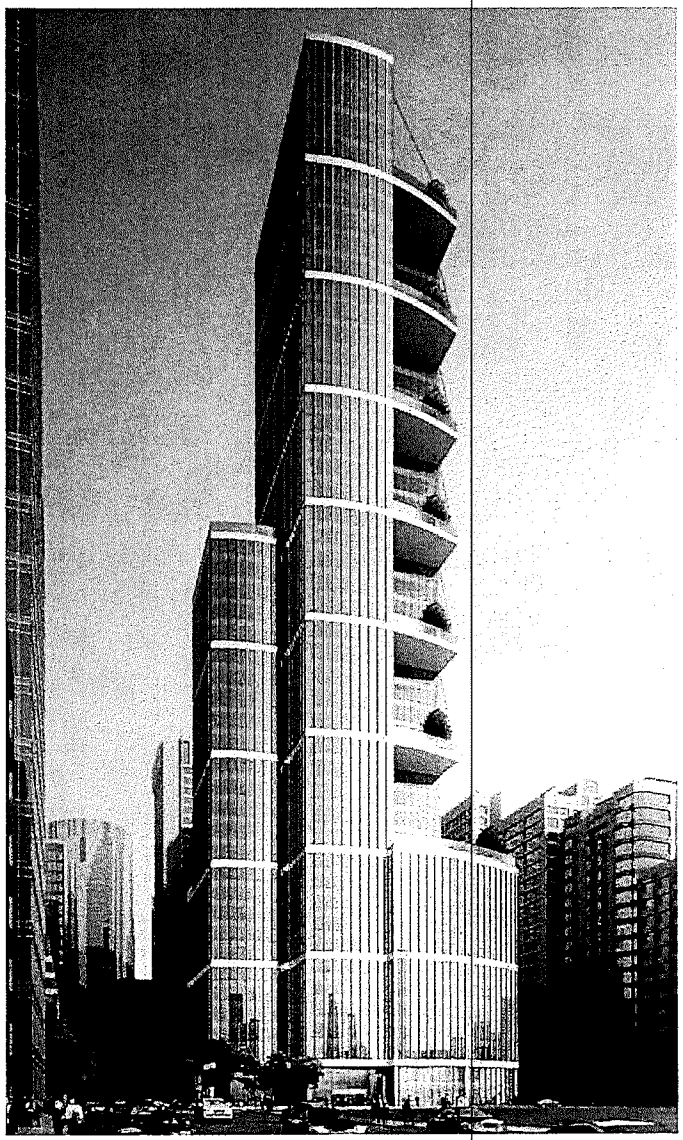
  B6 Tower complete spring 2016

  B7 Begin Construction Spring 2016

Transbay Zone 1 Project Status

Block 5

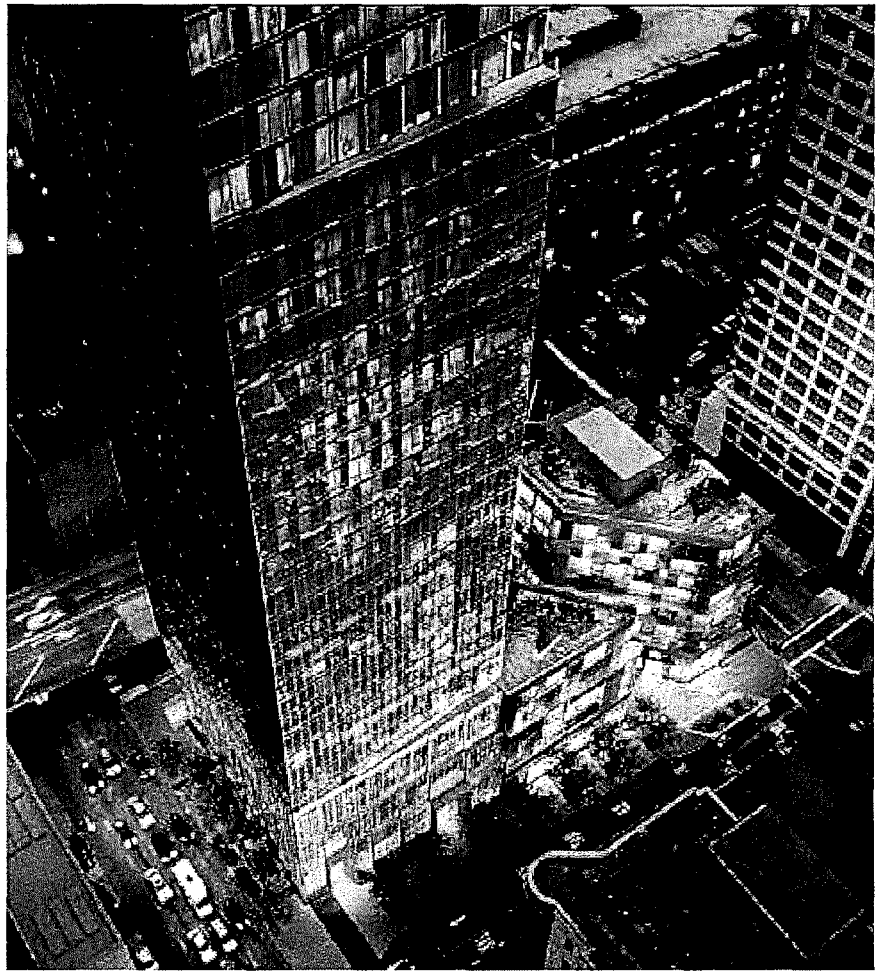
- Developer: Golub/ John Buck Company
- Architect: Goettsch Partners & SCB
- Office Sq. Ft.: 767,000
- Status: Under Construction



Transbay Zone 1 Project Status

Block 8

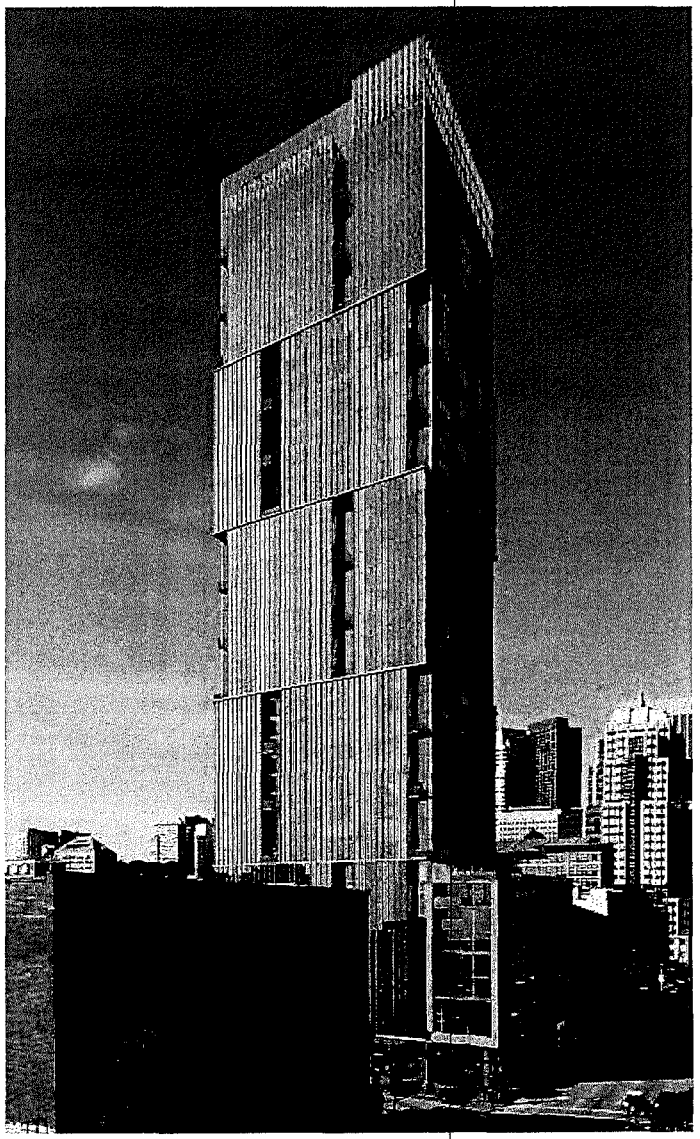
- Developer: Related/TNDC
- Architect: OMA & Fougeron Architecture
- Market-Rate Units: 396
- Affordable Units: 150 (27%)
- Total Units: 546
- Status: Begin construction Spring 2016



Transbay Zone 1 Project Status

Block 9

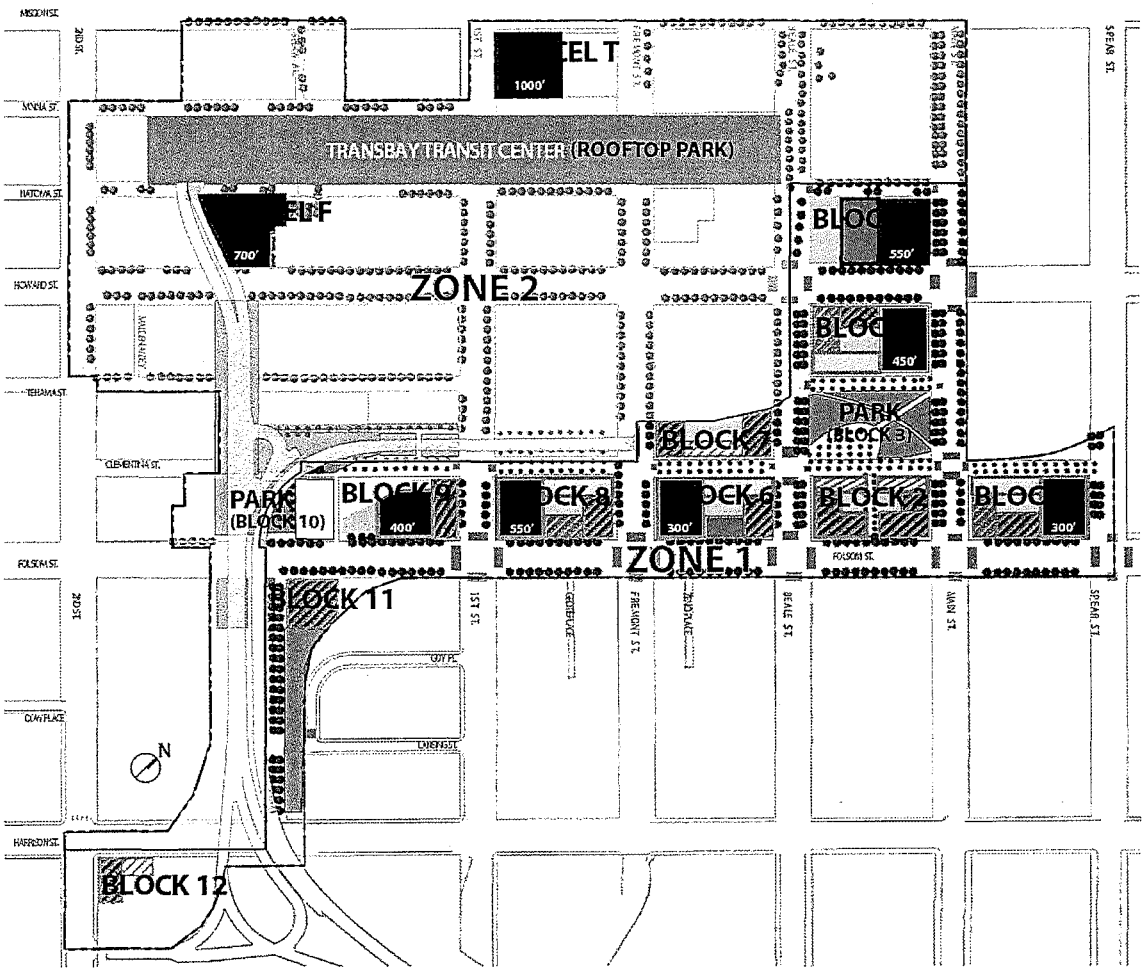
- Developer: Essex/BRIDGE
- Architects: Skidmore Owings & Merrill, Fougeron Architecture
- Market-rate Units: 436
- Affordable Units: 109 (20%)
- Total Units: 545
- Status: Begin Construction Spring 2016



Transbay Zone 1 Project Status

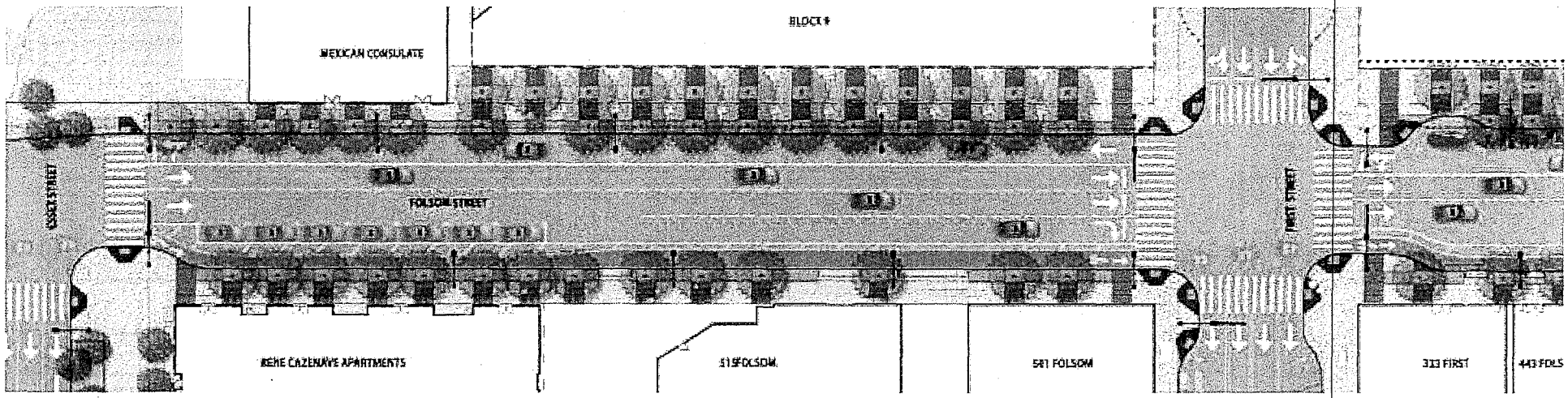
Future Projects: Blocks 2, 4, 12

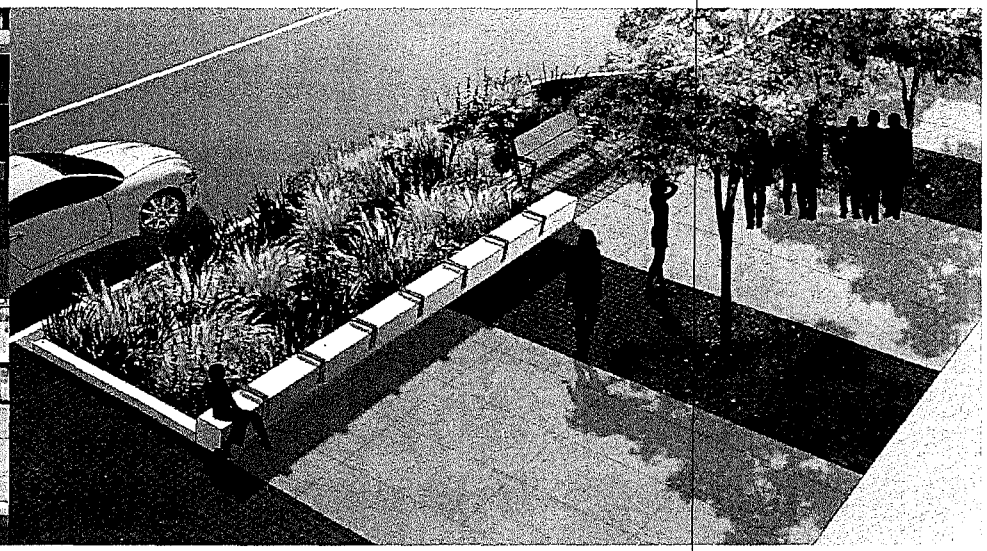
- Potentially 810 Total Units



Transbay Zone 1 Project Status

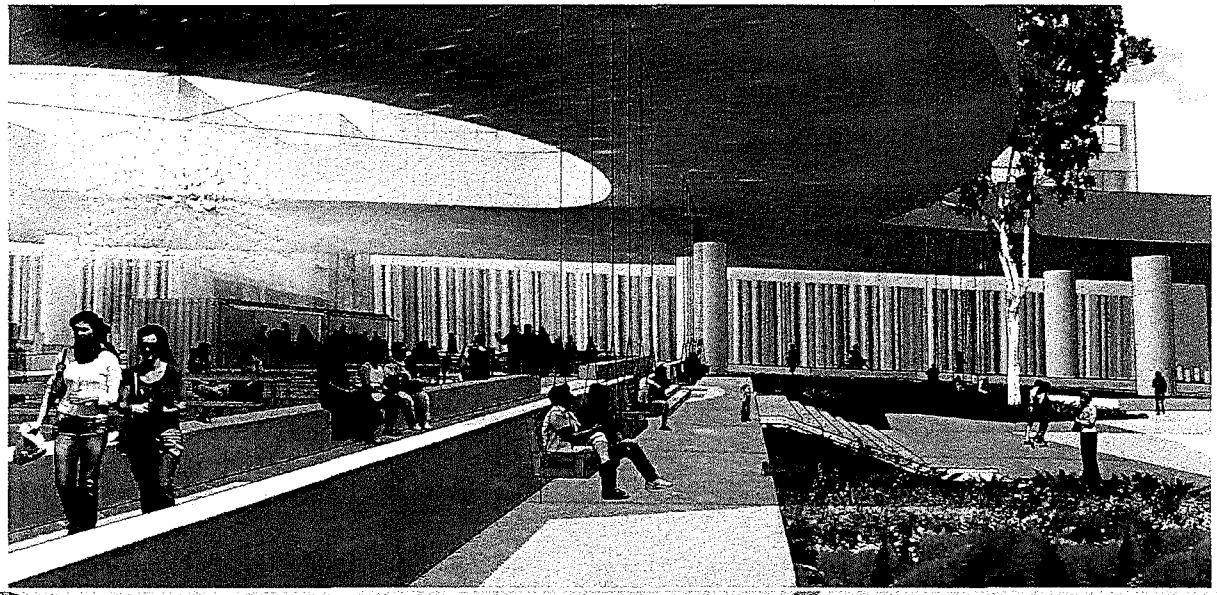
Folsom Boulevard – Start 2017

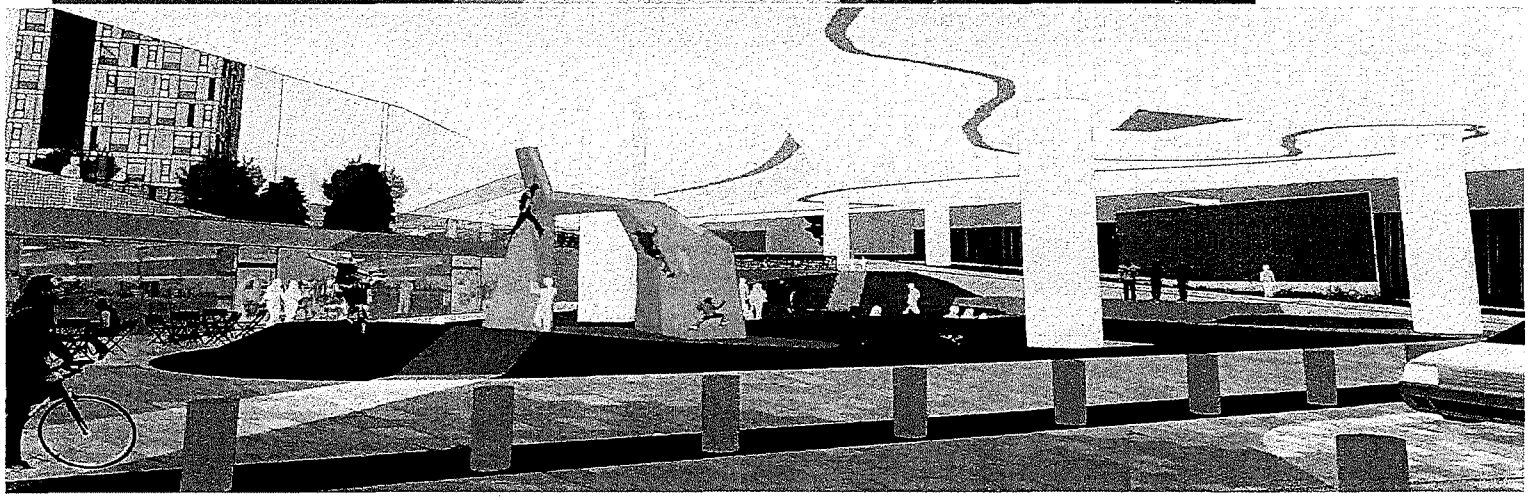




Transbay Zone 1 Project Status

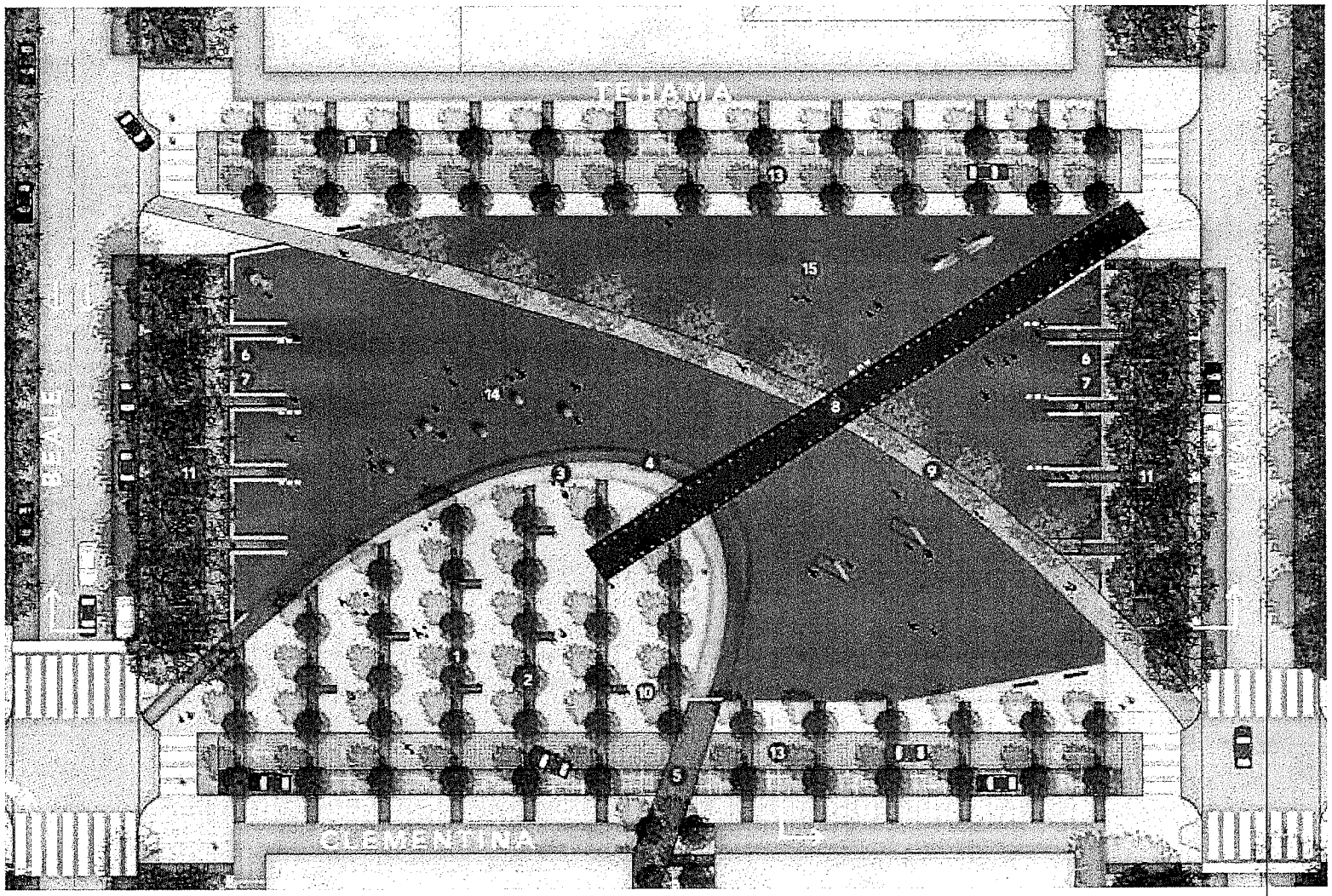
Under Ramp Park – Start Summer 2018





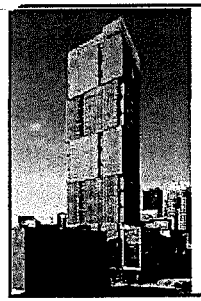
Transbay Zone 1 Project Status

Transbay Park – Anticipated Construction Start 2018



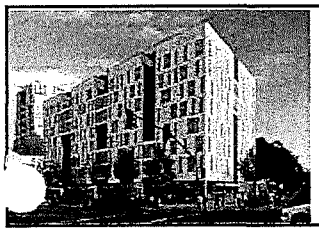
TRANSBAY REDEVELOPMENT PROJECT AREA

Under-Ramp Park
Acres: 2.5
Construction Start: 2018

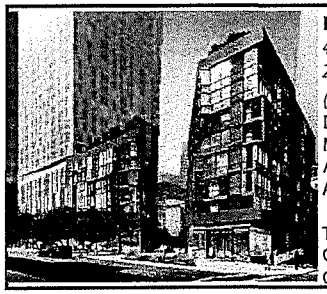


Block 9
500 Folsom Street

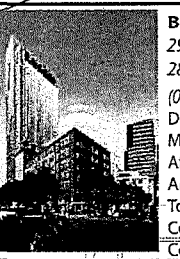
Developer(s): Essex/ BRIDGE
Market-Rate Units: 436
Affordable Units: 109
AMI: 50% and below
Total Units: 545
Construction Start: 2016
Completion: 2019



Block 11A
25 Essex Street
Rene Cazenave Apartments
Developer(s): BRIDGE/CHP
Affordable Units: 120
AMI: 50% and below
Total Units: 120
Construction Start: 2011
Completion: 2013



Block 8
400 Folsom Street
250 Fremont Street
(OCII Sponsored Affordable project)
Developer(s): Related/TNDC
Market-Rate Units: 396
Affordable Units: 150
AMI: 70 inclusionary units @90%/
80 OCII units @ 50%
Total Units: 546
Construction Start: 2016
Completion: 2019



Block 6
299 Fremont Street/
280 Beale Street
(OCII Sponsored Affordable project)
Developer: Golub/Mercy
Market-Rate Units: 409
Affordable Units: 70
AMI: 50% and below
Total Units: 391
Construction Start: 2016
Completion: 2019

Block 7
255 Fremont Street/
222 Beale Street
Developer: Mercy
Affordable Units: 120
AMI: 50% and below
Construction Start : 2016
Completion: 2018

Block 1 (w/ 400' height)
160 Folsom Street

Developer: Tishman Speyer
Market-Rate Units: 235
Affordable Units: 156
AMI: 80-120%
Total Units: 391
Construction Start: 2016
Completion: 2019

Parcel T
101 First Street
Salesforce Tower

Developer(s): Boston Properties/Hines
Office Sq. Ft.: 1.4 Million
Construction Start: 2014
Completion: 2017

Block 5
250 Howard Street
Park Tower

Developer(s): Golub/ John Buck
Office Sq. Ft.: 767,000
Construction Start: 2015
Completion: 2018

TRANSBAY REDEVELOPMENT PROJECT AREA
ZONE 1 ZONE 2

LAND USE (SUBJECT TO CHANGE)
AFFORDABLE HOUSING
MARKET RATE HOUSING
COMMERCIAL

OPEN SPACE
OPEN SPACE (PUBLICLY OWNED)
OPEN SPACE (PRIVATELY OWNED)

PROPOSED HEIGHT LIMITS (MIN AND MAX)
Townhomes: 35-50'
Podium 1: 40-65'
Podium 2: 50-85'
Mid-Rise: 65-165'
Towers (Height Varies)

0' 150' 300' 600' 1200'

N

office of COMMUNITY INVESTMENT and INFRASTRUCTURE
OCII
www.sfocii.org

3/9/2016

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

LAND USE AND TRANSPORTATION COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee 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:

Date: **Monday, April 4, 2016**

Time: **1:30 p.m.**

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

Subject: **File No. 160188.** Ordinance amending the General Plan by revising Map 5 of the Downtown Area Plan to include a note stating that the proposed Height and Bulk Districts on Block 1 (Assessor's Parcel Block No. 3740, Lot Nos. 027, 029, 030, 031, and 032), on Folsom Street between Main and Spear Streets, and a portion of Block 2 (Assessor's Parcel Block No. 3739, Lot No. 004), on Folsom and Main Streets, of the Transbay Redevelopment Project Area shall be consistent with those provided in the Transbay Redevelopment Plan Development Controls; and making findings, including findings under the California Environmental Quality Act, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in this matter, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton Goodlett Place, Room 244, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, April 1, 2016.

Angela Calvillo, Clerk of the Board

DATED: March 23, 2016
PUBLISHED/MAILED/POSTED: March 25, 2016

BOARD of SUPERVISORS

City Hall
1 Dr. Ca. n B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No 554-5184
Fax No. 554-5163
TTD/TTY No. 5545227

NOTIFICACIÓN DE AUDIENCIA PÚBLICA

JUNTA DE SUPERVISORES DE LA CIUDAD Y CONDADO DE SAN FRANCISCO

COMITÉ SOBRE USO DE TERRENOS Y TRANSPORTE

Fecha: **Lunes, 4 de abril de 2016**

Hora: **1:30 p.m.**

Lugar: **Alcaldía, Cámara Legislativa, Sala 250, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102**

Asunto: **Núm. de Expediente 160188.** Ordenanza que enmienda el Plan General para revisar el Mapa 5 del Plan del Área del Centro para que incluya una nota que declara los propuestos límites de altura y tamaño dentro de la Cuadra 1 (Lotes Núms. 027, 029, 030, 031, y 032 de la Parcela Núm. 3740 del Tasador), sobre la Calle Folsom entre las Calles Main y Spear, y una parte de la Cuadra 2 (Lote Núm. 004 de la Parcela Núm. 3739 del Tasador), sobre las Calles Folsom y Main, del Área del Proyecto de Redesarrollo Transbay deberán ajustarse con los Controles de Desarrollo del Área del Proyecto de Redesarrollo Transbay; y realiza conclusiones, incluso las conclusiones que afirman la Ley de Calidad Medioambiental de California; y conclusiones coherentes con el Plan General, y las ocho políticas prioritarias de la Sección 101.1 del Código de Planificación.

Angela Calvillo, Secretaria de la Junta

FECHADO: 23 de marzo de 2016
PUBLICADO/ENVIADO/PUBLICADO: 25 de marzo de 2016

BOARD of SUPERVISORS

City Hall
1 Dr. Ca.. .n B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No 554-5184
Fax No. 554-5163
TTD/TTY No. 5545227

公聽會通知

三藩市市及縣市參事委員會
土地使用與交通運輸委員會

日期: 2016年4月4日星期一

時間: 下午1時30分

地點: 市政廳，立法會議廳250室，1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102

議題: **檔案號碼160188。** 該項條例修訂總體計劃，通過修改市中心區域計劃繪製地圖5，須包括摘要規定跨灣重建計劃區的建議高度與體積區，即位於Main街夾Spear街之間的Folsom街上的街區1（評估地街區No. 3740，地段Nos. 027、029、030、031與032），以及位於Folsom街夾Main街上的街區2地段 (評估地街區No. 3739，地段No. 004)，應與跨灣重建計劃發展管制所提供的相一致; 並作出裁斷，包括依據「加州環境質量法」（California Environmental Quality Act）所作出的相關裁斷，以及與總體計劃，及規劃法規第101.1條的八項優先政策相一致的裁斷。

Angela Calvillo
市參事委員會書記

日期: March 23, 2016
公佈/郵寄/張貼: March 25, 2016

New Order

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NOTICE OF PUBLIC HEARING BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND TRANSPORTATION COMMITTEE APRIL 4, 2016 - 1:30 PM LEGISLATIVE CHAMBER, ROOM 250 , CITY HALL 1 DR. CARLTON B. GOODLETT PLACE, SF, CA

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee 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: File No. 160188. Ordinance amending the General Plan by revising Map 5 of the Downtown Area Plan to include a note stating that the proposed Height and Bulk Districts on Block 1 (Assessor's Parcel Block No. 3740, Lot Nos. 027, 029, 030, 031, and 032), on Folsom Street between Main and Spear Streets, and a portion of Block 2 (Assessor's Parcel Block No. 3739, Lot No. 004), on Folsom and Main Streets, of the Transbay Redevelopment Project Area shall be consistent with those provided in the Transbay Redevelopment Plan Development Controls; and making findings, including findings under the California Environmental Quality Act, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1. In accordance with

Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in this matter, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton Goodlett Place, Room 244, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, April 1, 2016. Angela Calvillo, Clerk of the Board

NOTICE OF PUBLIC HEARING BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND TRANSPORTATION COMMITTEE APRIL 4, 2016 - 1:30 PM LEGISLATIVE CHAMBER, ROOM 250 , CITY HALL 1 DR. CARLTON B. GOODLETT PLACE, SF, CA

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BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 544-5227

PROOF OF MAILING

Legislative File No. 160188

Description of Item(s):
General Plan Amendment - Downtown Area Plan Map 5 - Portions of Transbay Redevelopment Plan Blocks 1 and 2

I, Andrea Ausberry, an employee of the City and County of San Francisco, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: March 25, 2016

Time:

USPS Location: Repro Pick-up Box in the Clerk of the Board's Office (Rm 244)

Mailbox/Mailslot Pick-Up Times (if applicable): N/A

Signature: A Ausberry

Instructions: Upon completion, original must be filed i

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San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 544-5227

PROOF OF MAILING

Legislative File No. 160188

Description of Item(s):
General Plan Amendment - Downtown Area Plan Map 5 - Portions of Transbay Redevelopment Plan Blocks 1 and 2

I, Andrea Ausberry, an employee of the City and County of San Francisco, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: March 24, 2016

Time:

USPS Location: Repro Pick-up Box in the Clerk of the Board's Office (Rm 244)

Mailbox/Mailslot Pick-Up Times (if applicable): N/A

Signature: A Ausberry

Instructions: Upon completion, original must be filed in the above referenced file.

ORIG: COB
Lu Clerk, Leg Dep

Member, Board of Supervisors
District 10

City and County of San Francisco

MALIA COHEN
馬莉亞郭嫻

DATE:	April 5, 2016
TO:	Angela Calvillo Clerk of the Board of Supervisors
FROM:	Supervisor Malia Cohen
RE:	Land Use and Transportation Committee COMMITTEE REPORT

Pursuant to Board Rule 4.20, as Chair of the Land Use and Transportation Committee, I have deemed the following matter is of an urgent nature and request it be considered by the full Board on April 12 2016, as a Committee Report:

160188 General Plan Amendment - Downtown Area Plan Map 5 - Portions of Transbay Redevelopment Plan Blocks 1 and 2

Ordinance amending the General Plan by revising Map 5 of the Downtown Area Plan to include a note stating that the proposed Height and Bulk Districts on Block 1 (Assessor's Parcel Block No. 3740, Lot Nos. 027, 029, 030, 031, and 032), on Folsom Street between Main and Spear Streets, and a portion of Block 2 (Assessor's Parcel Block No. 3739, Lot No. 004), on Folsom and Main Streets, of the Transbay Redevelopment Project Area shall be consistent with those provided in the Transbay Redevelopment Plan Development Controls; and making findings, including findings under the California Environmental Quality Act, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

This matter will be heard in the Land Use and Transportation Committee Regular Meeting on April 11, 2016, at 1:30 p.m.

Sincerely,

Malia

Malia Cohen
Member, Board of Supervisors

City Hall • 1 Dr. Carlton B. Goodlett Place • Room 244 • San Francisco, California 94102-4689 • (415) 554-7670
Fax (415) 554-7674 • TDD/TTY (415) 554-5227 • E-mail: malia.cohen@sfgov.org