49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

Addendum to the Environmental Impact Report

Date of Publication of Addendum:	March 6, 2024
Date of EIR Certification:	April 7, 2011
EIR Case No.	**2007.0903E**
EIR Title:	Treasure Island/Yerba Buena Island Project
Project Case No.	2007.0903GEN-05
Project Title:	Treasure Island/Yerba Buena Island Project
Project Address:	Treasure Island/Yerba Buena Island
Project Sponsor:	Charles Shin Treasure Island Community Development, LLC (TICD) (415) 905-5300
Lead Agency:	San Francisco Planning Department
Staff Contact:	Rachel Schuett – (628) 652-7546 Rachel.Schuett@sfgov.org

REMARKS

Background

Treasure Island and Yerba Buena Island (collectively, "the Islands") are in the San Francisco Bay, about halfway between the San Francisco mainland and the City of Oakland; together the Islands comprise approximately 550 acres. The Islands are the site of the former Naval Station Treasure Island ("NSTI"), which the United States Navy owned prior to its closure on September 20, 1997. The closure was part of the United States Department of Defense's Base Realignment and Closure III program. The Islands also include a U.S. Coast Guard Station, the Job Corps site, which is under the management of the U.S. Department of Labor, and land occupied by the San Francisco-Oakland Bay Bridge and tunnel structures.[1]

A final environmental impact report ("FEIR") for the subject project, file number 2007.0903E was certified on April 7, 2011.[2] The project analyzed in the FEIR is the Treasure Island and Yerba Buena Island Area Plan ("Area Plan") which provides the basis for redevelopment of most of the Islands from a primarily low-

[1] No changes to the Job Corps site, the Coast Guard Station and/or the land occupied by the San Francisco-Oakland Bay Bridge and tunnel structures were contemplated as part of the redevelopment of the Islands. These areas are not considered part of the project site delineated for environmental review purposes.

[2] San Francisco Planning Department, *Treasure Island/Yerba Buena Island Redevelopment Project Final Environmental Impact Report*, Planning Department Case No. 2007.0903E, State Clearinghouse No. 2008012105, certified April 7, 2011. Available online at: https://sfplanning.org/environmental-review, accessed February 21, 2024.

density residential area with vacant and underutilized nonresidential structures to a new mixed-use community with a retail center, open space and recreational opportunities, on-site infrastructure, and public and community services, as described in more detail below.

The Area Plan was added to the *San Francisco General Plan* on April 5, 2011. The Area Plan contains objectives and policies to guide development on the Islands; it includes sections on Land Use, Community Design and Built Form, Transportation and Circulation, Economic Development, Recreation and Open Space, Sustainability, and Infrastructure.

In addition, a Treasure Island/Yerba Buena Island Special Use District ("SUD") was added to the San Francisco Planning Code as planning code section 259.52, along with Zoning Map amendments (Sectional Map HT14).

The SUD implements the objectives and policies of the Area Plan. It includes new zoning controls for the Islands, a list of permitted uses, provisions for the continuation and termination of non-conforming uses, building standards (including height, bulk, massing, separation of towers, and setbacks), maximum parking standards, and review and approval standards. It also establishes a Tidelands Trust Overlay Zone.

The SUD provides the framework for review and approval by the Planning Commission and Planning Department of vertical development (structures) and uses on Treasure Island and Yerba Buena Island on property that is not subject to the Tidelands Trust, and identifies TIDA as the entity with primary jurisdiction over horizontal development (streets, pathways, flood improvements, etc.) throughout the Islands and over vertical development and uses within the Tidelands Trust Overlay Zone, subject to applicable permitting requirements.

The SUD also includes references to the proposed *Design for Development,* which contains the standards and guidelines for development on the Islands; these comprise the basis for the development controls promulgated in the SUD.

The development program analyzed in the EIR included approximately 8,000 residential units (of which up to 2,000 units would be affordable)[3,4], 140,000 square feet of commercial and retail space, 100,000 square feet of office space, up to 500 hotel rooms, and 300 acres of parks and open space.

Development of the Islands also includes new transportation, bicycle and pedestrian facilities, a ferry terminal and a transit hub, public and community services, and new and upgraded utilities infrastructure. Other development activities include supplemental remediation to allow the proposed uses, geotechnical stabilization, and renovation and adaptive re-use of existing historic structures.

To date, significant progress has been made in the first stage of horizontal and vertical construction. Redevelopment activities have included new streets and new and upgraded utilities infrastructure, the

[3] Subsequent to the publication of the Comments and Responses document for the Environmental Impact Report (EIR) and prior to the certification of the final EIR the main financing mechanism for the project shifted from tax increment financing to an infrastructure financing district mechanism. An indirect result of this change was that the number of affordable housing units was reduced from approximately 2,400 as discussed in the EIR to approximately 2,000 units.

[4] San Francisco Planning Department, *Memo to the Planning Commission RE: Treasure Island/Yerba Buena Island - Case No. 2007.0903E*. April 12, 2011.

creation of new parks, installation of public art, and the initiation of ferry service. In addition, nearly 1,000 housing units are at or near completion.

Proposed Revisions to Project

This addendum analyzes project revisions proposed after the certification of the FEIR. The overarching intent of the proposed revisions is to defer costs where possible to improve the overall financial feasibility of the project, while maintaining the public benefits package included in the current Disposition and Development Agreement ("DDA"), approved by the San Francisco Planning Commission on April 21, 2011.[5]

The proposed revisions to the project include amendments to the Disposition and Development Agreement ("DDA"), the Development Agreement ("DA"), the Design for Development ("D for D") document, and to the Treasure Island SUD, as follows:

Disposition and Development Agreement ("DDA"). The DDA is the agreement between TIDA and the developer, Treasure Island Community Development, LLC ("TICD"). The revisions to the DDA include changes to the housing plan, the developer subsidies and schedule of performance for the delivery of public services and benefits, and to the details of the fiscal (including the Financing Plan attached as an exhibit to the DDA) and contractual agreements. Changes to the housing plan would involve an exchange of one parcel designated for market rate housing with another parcel designated for affordable housing and the reallocation of the development of 27 inclusionary affordable units from the next phase of development (Stage 2) to a future stage(s). These changes would not reduce the overall affordable housing requirement of 27.2 percent. Changes to the Financing Plan are proposed to accelerate reimbursement of eligible project costs through public financing of the next phase of development, Stage 2.

Proposed changes to the developer subsidy obligations would reconfirm the subsidies that TICD has already fulfilled and those it is still obligated to fulfill and would build in more flexibility regarding the eligible uses for monies within TICD's Transportation Operating and Transit Capital subsidies. There would be no change to the total value of subsidy payments. Moreover, there would be no change to the Treasure Island Mobility Management Agency's ("TIMMA's") transportation program.

Proposed changes to the housing plan, the developer subsidies and to the fiscal and contractual agreements between TIDA and TICD would not affect the program of development or the delivery of public benefits. As such, no physical impacts to the environment would occur and these changes are not discussed further in this addendum.

The project analyzed in the FEIR ("original project") included development of an approximately 30,000-square-foot joint Police-Fire station near the center of Treasure Island. The revised project envisions construction of the same facility at the same location but pushes back the timing to coincide with the delivery of about 4,000 dwelling units, rather than 2,500 dwelling units under the original project. Changes to the timing of construction of the joint Police-Fire station are discussed under "Public Services", below.

[5] Planning Commission Motion No. 18326. Hearing Date: April 21, 2011.

The original project included rehabilitation or reconstruction of the existing school facilities on Treasure Island by the San Francisco Unified School District ("SFUSD") to provide a K-5 or K-8 school. Under the revised project the SFUSD would still rehabilitate or reconstruct the existing school facilities. However, the SFUSD would have more flexibility in the grades served by the school which could include pre-school; transitional-kindergarten; elementary grades; and/or K-8 grades.

Under the revised project, the SFUSD would be required to obtain a building permit for the school campus to coincide with the delivery of about 4,000 dwelling units, rather than 2,500 dwelling units under the original project. Changes to the delivery of and programming for the school facilities are discussed under "Public Services", below. The TICD school subsidy date would be pushed out by the same metric but would allow for a portion of the subsidy to be paid earlier, upon 30 percent design development; however, this change would not result in any impacts to the environment and is not discussed further in this addendum.

Lastly, the schedule of performance dates to deliver two parks, Building 1 Plaza and Marina Plaza would be shifted from Stage 1 under the original project to Stage 2 under the revised project. Specifically, the outside date for commencement of construction would shift from 2028 to 2035 and the outside date for completion of construction would shift from 2030 to 2037. These proposed changes are discussed under "Recreation", below.

Development Agreement ("DA"). The DA is the contractual agreement between the developer and the City; it includes the project's Financing Plan attached as an exhibit to the DA and the DDA. The only proposed changes to the DA are changes to the Financing Plan. These changes are proposed to accelerate reimbursement of eligible project costs through public financing of the next phase of development of the Islands (Stage 2). These changes would not affect the program of development or the delivery of public benefits. As such, no physical impacts to the environment would occur and these proposed changes are not discussed further in this addendum.

Treasure Island/Yerba Buena Island Special Use District ("SUD") and Design for Development ("D for D"). Amendments to the SUD and D for D include amendments to provide additional circumstances to invoke "minor modification" to the standards in the SUD and D for D, to provide some flexibility as the project gets built. In addition, they include minor changes to building form controls. These changes largely respond to Fire and Building Code changes that have occurred since certification of the FEIR and approval of the project in 2011, as well as adjustments made based on lessons learned from the first development subphase. Most of these changes would not result in any change to building form or massing and none would result in an increase to the overall development program for the Islands. The following four proposed changes in building form controls could result in physical impacts to the environment:

(1) Five-foot height increases on certain parcels to allow for gracious ceiling to floor heights, without adding floors (see attached Figures A.1 and A.2);

(2) Increase in allowances for rooftop appurtenances such as elevator overruns for modern elevators, mechanical screening and windscreens;

(3) Reduced fenestration requirements for narrow mid-block easements (i.e. less than 20 feet wide) to provide flexibility toward compliance with the D for D intersectional with California Building Code limitations on exterior wall unprotected openings; and

(4) A minor change to the floor plate calculation for buildings between 181 and 240 feet tall which increases the maximum floor plate from 10,500 square feet to 10,600 square feet to regain net square footage lost due to changes to the Fire Code between 2007 and 2023. No changes to maximum plan length, apparent face, and/or diagonal dimensions are proposed (see attached Figure 6).

These changes are discussed under "Wind and Shadow", below.

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

Analysis of Potential Environmental Effects

This addendum evaluates whether the environmental impacts of the revised project were addressed in the FEIR that was certified on April 7, 2011. As shown in the analysis below, the revised project, which is the subject of this addendum, would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, or require new mitigation measures, compared to the original project that was studied in the FEIR. Additionally, no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. Therefore, as discussed in more detail below, the revised project would not change the analysis or conclusions reached in the FEIR, and no supplemental or subsequent environmental impact report is required.

As described above, the minor modifications to the building form could result in some slight changes in building height, massing and/or rooftop appurtenances. Other project revisions would shift the schedule for the delivery of two parks, an elementary school and the joint Police-Fire station to a later phase of development than analyzed in the FEIR. These are the only project revisions that could have a physical effect on the environment. There would be no change to the overall program of development, including the provision of public services and facilities. A detailed discussion of potential wind and shadow, recreation and public services-related impacts is included below, followed by a summary of all other environmental topics.

Wind and Shadow

Wind. Treasure Island and Yerba Buena Island are fully exposed to strong storm winds from every direction. The Islands' direct exposure to the Golden Gate, approximately 6 miles to the west, also places the Islands in the path of regular strong afternoon winds; winds generated by a combination of the large-scale climatic,

meteorological, and topographic conditions in the Bay Area. The EIR found that wind speeds exceeding the wind hazard criterion are ubiquitous across Treasure Island in the existing condition[6,7,8] and that the number of wind hazard exceedances would be significantly reduced upon full buildout of the proposed vertical development, should that occur. Vertical development would occur in phases over a 15-to-20-year period and could include the construction of up to 450-foot towers on an island that is exposed to considerable winds. As such, the FEIR found that the phased development of the original project could temporarily result in the creation of new wind hazard exceedance locations, an increase in the number of hours of exceedances, or an increase in the area that is subjected to wind hazards.

Further, although the number of wind hazard exceedance locations and overall duration of the wind hazards are expected to be reduced upon full build-out of the proposed vertical development, it is uncertain whether full build-out would occur. In addition, changes in the design, height, location, and orientation of individual buildings could result in wind hazards that were not identified when the representative height and massing model was tunnel tested. As such, the FEIR found that the original project could result in permanent wind hazard exceedances, as well.

The FEIR found that both impacts would remain significant and unavoidable, individually, and cumulatively,[9] even with the implementation of mitigation measure **M-WS-3: Identification of Interim Hazardous Wind Impacts**, which would apply to the revised project.

The revised project includes minor changes to building form controls including five-foot increases in height limits on certain parcels, increased allowances for rooftop appurtenances, and a 100-square-foot increase to the floor plate calculation for buildings between 181 and 240 feet tall.[10] However, these increases are so slight compared to the overall massing, that they would be virtually imperceptible and wind impacts under the revised project would remain the same as they were for the original project and would be significant and unavoidable with mitigation.

[6] The wind analysis in the EIR was based on a wind tunnel test. To establish the existing condition, wind speeds were recorded at 29 test point locations across Treasure Island. Given the relatively uniform development pattern and wind field across the Island these 29 locations were judged to sufficiently characterize the existing wind environment. For the existing plus project condition, a three-dimensional model of the representative height and massing diagram for the proposed vertical development on Treasure Island was constructed and tested in the wind tunnel; wind speeds were recorded at 200 test point locations.

[7] The topography and dense vegetative cover of Yerba Buena Island determine ground level wind conditions in response to winds primarily felt on the windward side of the Island. Although the original project included vertical development on Yerba Buena Island, the changes in pedestrian level wind conditions were generally expected to be both relatively small in magnitude and highly localized to individual building sites; as such, wind tunnel testing was not performed for Yerba Buena Island.

[8] The San Francisco Planning Code includes wind controls for developments in the Downtown Commercial (C3), Van Ness SUD, Folsom and Main Residential/Commercial SUD, DTR (Downtown Residential), and Central SoMa SUD districts. These Planning Code sections do not apply to properties on Treasure Island and Yerba Buena Island, and development there would not be subject to these sections of the Planning Code. As such, the wind analysis was conducted only for the purposes of environmental review under CEQA.

[9] The cumulative development projects considered in the EIR were (1) the construction and operation of a 400-berth marina in Clipper Cove; and (2) the replacement of the existing on- and off-ramps from the Bay Bridge to the east side of Yerba Buena Island and the ongoing construction of the new east span of the Bay Bridge, now completed.

[10] Increased flexibility for mid-block fenestration would not affect wind flows around new buildings.

Shadow. The FEIR found that development of the original project would incrementally increase the amount of shadow on existing open spaces[11,12] over the course of the year, but not to the extent that their usability would be adversely affected; as such, shadow impacts would be less than significant both individually and cumulatively.[13,14]

The revised project includes minor changes to building form controls including five-foot increases in height limits on certain parcels, increased allowances for rooftop appurtenances, and a 100-square-foot increase to the floor plate calculation for buildings between 181 and 240 feet tall.[15] Although these changes *could* result in slight increases to the overall building massing and shadow casting elements for a select number of buildings on the Islands, this increased shading on existing opens spaces would be virtually imperceptible and shadow impacts under the revised project would be the same as under the original project and would be less than significant.

Recreation

At the time that the EIR was published, there were about 170 acres of recreation and open space lands on the Islands. Based on a population of 1,820 people this resulted in a resident to acres of open space ratio of 94 acres per 1,000 residents. This far exceeded the Citywide ratio of 8 acres per 1,000 residents. The original project included the construction of approximately 300 acres of new parks, recreation facilities, and open spaces; about 216 acres on Treasure Island and about 84 acres on Yerba Buena Island.[16] The following two public open spaces would be constructed on Treasure Island:

- **Building 1 Plaza**. The approximately 3-acre Building 1 Plaza would be a gateway plaza with three distinct levels and varied formal seating options that would be oriented to maximum views of the City.

- **Marina Plaza**. The approximately 1.5-acre Marina Plaza would be located and designed to connect to the Cityside and Eastside Districts with the retail core, the Ferry Terminal complex, and Clipper Cove.

Since construction of the proposed parks and recreational facilities on the Islands would be phased over a 20-year period, the FEIR found that impacts related to the construction of these facilities would be temporary and would not be geographically concentrated, and that individual and cumulative impacts would be less than significant.

[11] At the time of EIR publication there were only two existing open spaces on Treasure Island, one on the elementary school campus and one on the Job Corps campus, that would remain under the original project.
[12] There are no properties under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission on the Islands. Further, all proposed parks, open spaces, and recreation areas on the Islands would be owned and maintained by the Treasure Island Development Authority; therefore, Planning Code Section 295 does not apply. In addition, Treasure Island and Yerba Buena Island are not within zoning districts that are subject to the provisions of Planning Code sections 146 and 147. As such, the shadow analysis was conducted only for the purposes of environmental review under CEQA.
[13] The shadow analysis in the EIR was based on a digital three-dimensional model wherein the representative height and massing diagram of proposed vertical development was placed on top of a topographic model of Treasure Island.
[14] The shadow model did not include Yerba Buena Island because the shadow patterns on the island are largely due to the island's steep topography. Further, the proposed development on Yerba Buena Island was envisioned to largely follow the locations and heights of existing buildings.
[15] Increased flexibility for mid-block fenestration under the revised project would not result in increased building heights or massing and would not affect the shadow casting elements of new buildings.
[16] The recreational facilities, parks, and open spaces would be owned by Treasure Island Development Authority, and would be maintained by, or on behalf of TIDA.

At buildout, the 300 acres of parks, recreational facilities, and open spaces would further increase the resident to acres of open space ratio on the Islands and Citywide. However, in the short term, the ratio could temporarily decrease as existing recreational areas and open space would be removed, replaced, and/or improved. Ultimately, the FEIR found that this impact would be less than significant.

Delivery of the Building 1 Plaza and Marina Plaza would be shifted from Stage 1 under the original project to Stage 2 under the revised project. Under the original project construction of the plazas would commence in 2028 and be completed in 2030. Under the revised project construction of the plazas would commence in 2035 and be completed in 2037. This minor shift in the delivery date for the plazas could contribute to a temporary decrease in the resident-to-open-space ratio. However, given the abundance of open space on the Islands compared to existing and future populations, impacts would remain the same as under the original project and would be less than significant.[17]

Public Services

The original project included development of an approximately 30,000-square-foot joint Police-Fire station near the center of Treasure Island, on block IC4. Under the original project, the joint Police-Fire station would be constructed in Phase 2, along with initial development of about 2,500 dwelling units, retail and hotel uses, and the renovation of Building 2 on Treasure Island. The revised project envisions construction of the same joint Police-Fire facility at the same location but pushes back the timing to coincide with the delivery of 4,000 dwelling units, rather than 2,500 dwelling units under the original project.

Under the original project the San Francisco Unified School District (SFUSD) would renovate and expand or construct a new school (up to 105,000 square feet) on the site of the existing 30,000-square-foot Treasure Island School to provide a K-5 or K-8 school for students who live on the Islands. Under the revised project the SFUSD would still provide the same school facilities. However, the SFUSD would have more flexibility in the grades served by the school which could include pre-school; transitional-kindergarten; elementary grades; and/or K-8 grades.

Similar to the joint Police-Fire facility, the revised project pushes back the timing for SFUSD to obtain a building permit to coincide with the building permit for the 4,000th dwelling unit, rather than 2,500th dwelling unit under the original project.

Police. There is one existing police station on the Islands, located in Building 1 on Treasure Island. The Treasure Island Station handles all calls for service on the Islands and most calls involving the San Francisco – Oakland Bay Bridge. As mentioned in the FEIR, the City and County of San Francisco has not formally adopted significance thresholds for impacts related to police services and the San Francisco Police Department does not have an adopted standard for the ratio of officers to population or developed acres of land. Instead, department staffing levels are based on the number of calls received and the types of incidents. The FEIR found impacts to police services to be less than significant. San Francisco Police Department staff confirmed that delaying the construction of the joint Police-Fire station to meet the

[17] The EIR also addressed a potential impact related to the use of synthetic turf fields, a less than significant impact. This impact is not discussed for the revised project because the Building 1 and Marina plazas would not include synthetic turf fields.

4,000th-dwelling-unit benchmark would not impact their ability to maintain adequate service levels.[18] As such impacts to police services under the revised project would remain the same as under the original project and would be less than significant.

Fire. The San Francisco Fire Department (SFFD) is responsible for protecting life and property from fires, natural disasters, and hazardous materials incidents. SFFD also provides unified emergency medical services. There is one existing fire station on the Islands. Station 48 is located in Building 157, Avenue D, and 10th Street on Treasure Island. As mentioned in the FEIR, the City and County of San Francisco has not formally adopted significance thresholds for impacts related to fire protection and emergency medical services.

The San Francisco Fire Department target response time goals are as follow:

- **Code 1** (non-emergency): 8 minutes
- **Code 2** (non-life-threatening fire and medical emergencies): 20 minutes
- **Code 3** (life-threatening fire and medical emergencies): 5 minutes

The FEIR found impacts to fire and emergency medical services to be less than significant under the original project. As mentioned above, under the revised project the same 30,000-square-foot joint Police-Fire station would be provided but pushes back the timing to coincide with the delivery of 4,000 dwelling units, rather than 2,500 dwelling units under the original project. San Francisco Fire Department staff confirmed that delaying the construction of the joint Police-Fire station to meet the 4,000th-dwelling-unit benchmark would not impact their ability to maintain adequate service levels.[19] As such, impacts to fire services under the revised project would remain the same as under the original project and would be less than significant.

Schools. Treasure Island and Yerba Buena Island are within the San Francisco Unified School District (SFUSD). The SFUSD oversees the public school system (grades K-12) in San Francisco. There are no public schools operated by SFUSD on the Islands. Treasure Island School, located at 13th and E streets, was formerly owned by the Navy and operated by the SFUSD until its closure in 2005; to date the majority of the school site has been transferred to TIDA. As mentioned in the FEIR, a significant impact would occur if the rebuilt or renovated Treasure Island School could not accommodate the additional elementary school students generated by development of the Islands. The FEIR found impacts to schools to be less than significant under the original project.

As mentioned above, under the revised project the same school facility would be provided but SFUSD would be required to obtain a building permit for the school campus once a building permit has been pulled for the 4,000th dwelling unit, rather than for the 2,500th dwelling under the original project. San Francisco Unified School District staff confirmed that this change in timing would not impact their ability to accommodate additional students.[20] As such, impacts to schools under the revised project would remain the same as under the original project and would be less than significant.

[18] *San Francisco Police Department, email to Treasure Island Development Authority*. December 27, 2023.
[19] *Treasure Island Development Authority letter to San Francisco Fire Department*. January 4, 2024.
[20] *Treasure Island Development Authority email communication with San Francisco Unified School District (SFUSD).* February 2024.

Other Environmental Topics

The FEIR found that the implementation of the Treasure Island/Yerba Buena Island Project would have:

- significant and unavoidable transportation, noise, and air quality impacts during project construction and operations even with implementation of mitigation measures;
- less-than-significant impacts to cultural (including historical) and paleontological resources, biological resources, geology and soils, hydrology and water quality, and hazards and hazardous materials with implementation of mitigation measures; and
- less-than-significant land use and planning, population and housing, greenhouse gas emissions, utilities and service systems, public services, mineral resources and energy, and agriculture and forest resources impacts.

The changes to the original project would not increase the program or change the pattern of development on the Islands. The revised project would include the same infrastructure, government facilities and public services and would not increase the residential or service population on the Islands beyond the original project. In addition, although the revised project proposes some changes to the timing of construction for the joint Police-Fire station and renovation or reconstruction of the Treasure Island School, as described above, no changes to the major phases of project buildout or the construction methods are proposed. For those reasons, the impacts of the revised project regarding all other CEQA topics would remain the same as the impacts identified in the FEIR for the original project.

In addition, no new mitigation measures would be required for the revised project. The revised project would not change the analysis or conclusions reached in the FEIR.

Conclusion

Based on the foregoing, the department concludes that the analyses conducted, and the conclusions reached in the FEIR adopted and issued on April 7, 2011 remain valid and that no supplemental or subsequent environmental review is required. The proposed revisions to the project would not cause new significant impacts not identified in the EIR, and 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 or subsequent environmental review is required beyond this addendum.

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

Devyani Jain for Lisa Gibson
Lisa Gibson
Environmental Review Officer

March 6, 2024
Date of Determination:

cc: Treasure Island Community Development, LLC
Jessica Look, San Francisco Planning Department
San Francisco Planning Commission
San Francisco Board of Supervisors
Treasure Island Development Authority
Bulletin Board/Master Decision File
Distribution List

Attachments:

Attachment 1: Figures A.1 and A.2
Attachment 2: Figure 6

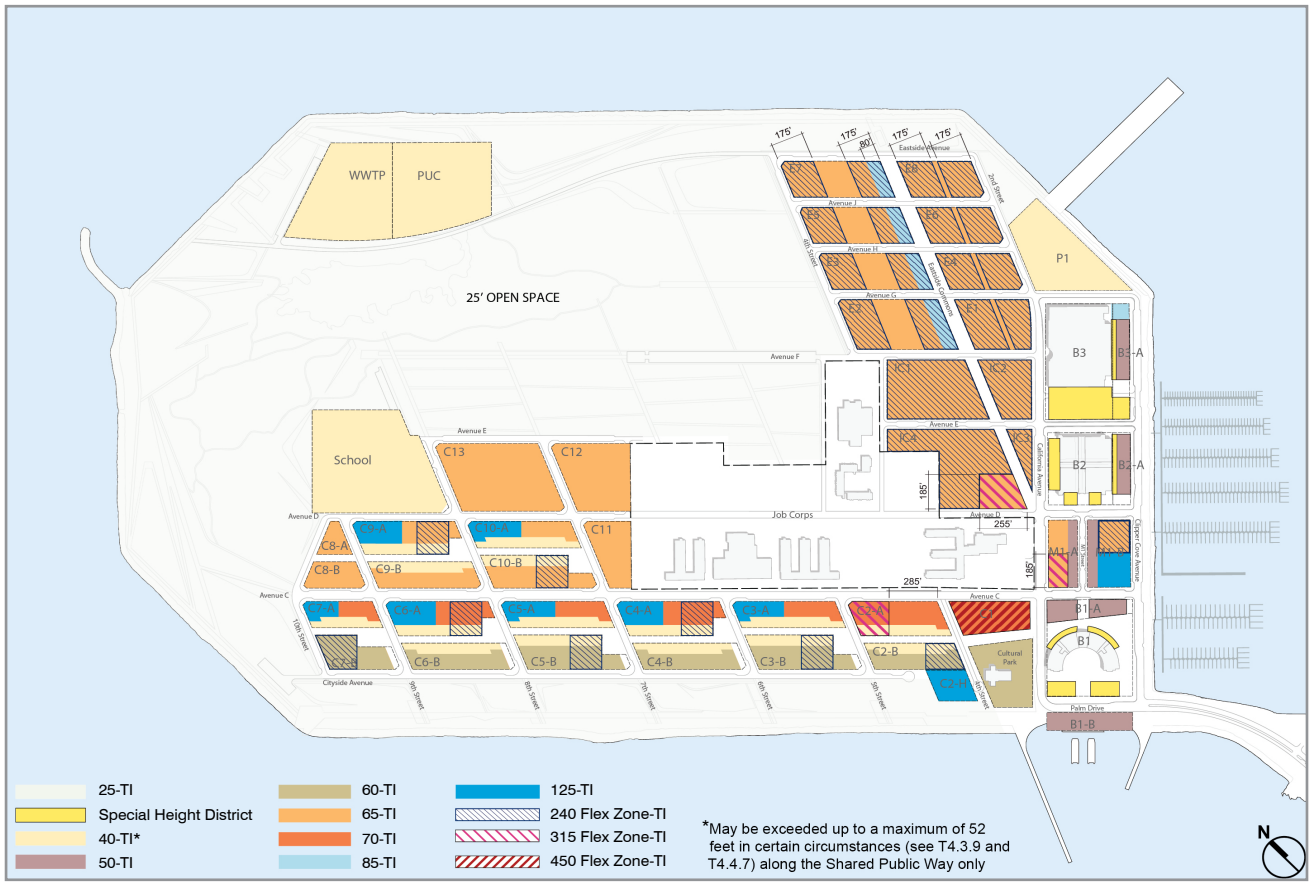


Figure A.1 Treasure Island - Existing Height Limits/Zoning Map HT14

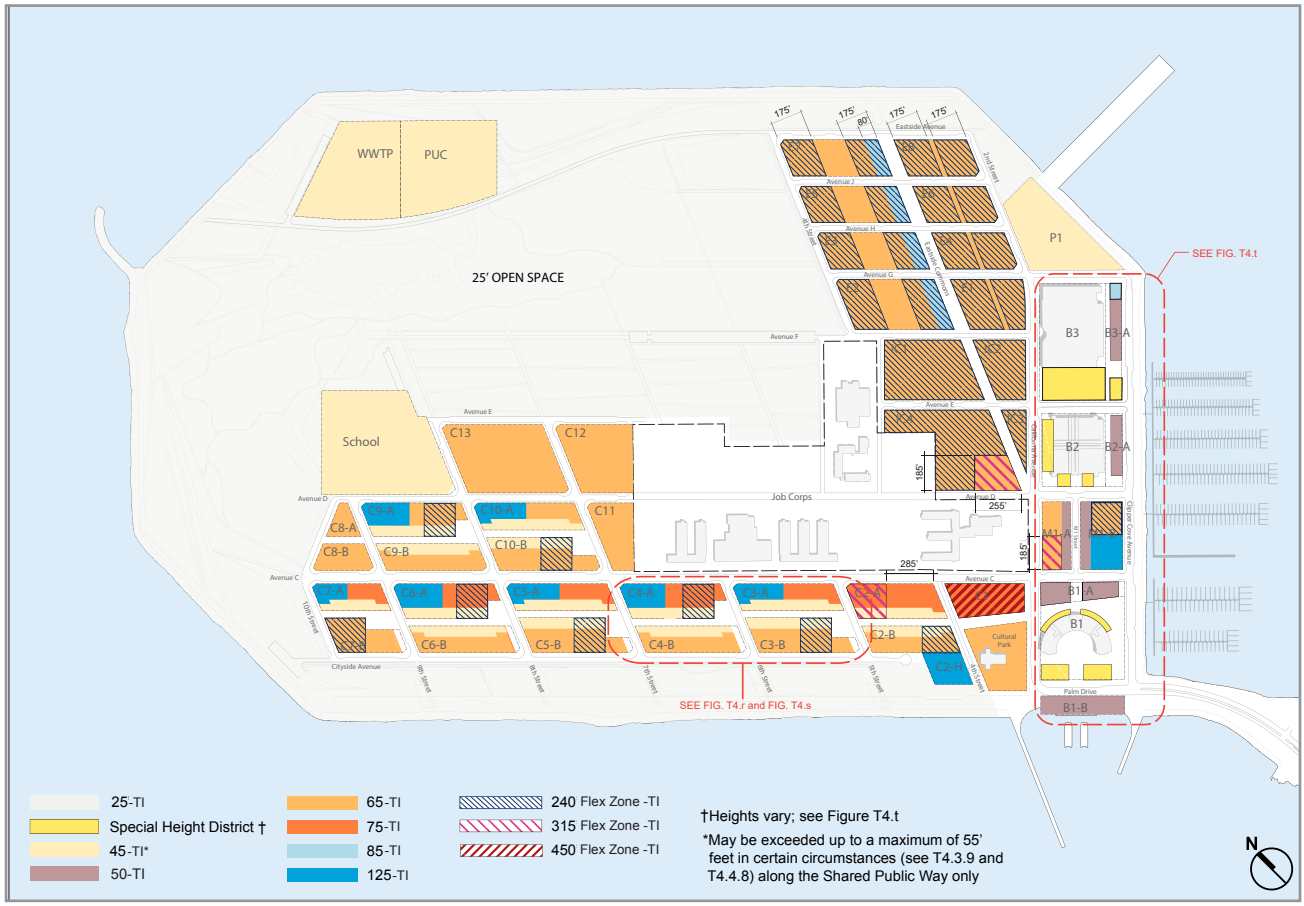
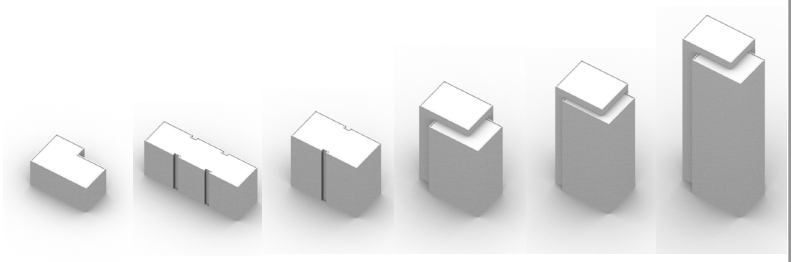
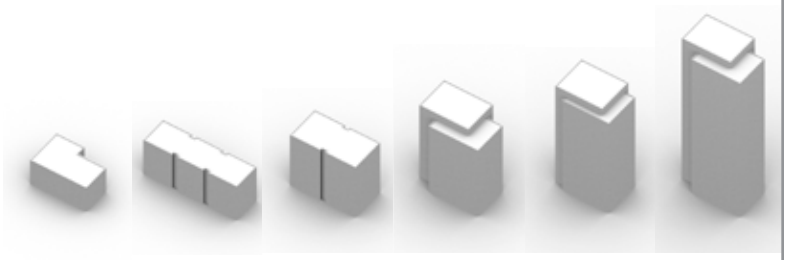


Figure A.2 Treasure Island - Proposed Height Limits/Zoning Map HT14



BUILDING HEIGHT	Up to 60 ft	61-85 ft	86-125 ft	126-180 ft*	181-240 ft*	241-450 ft
MAX FLOOR PLATE	NA	NA	10,500 sf	12,000 sf	10,500 sf	12,000 sf
MAX PLAN LENGTH	NA	200 ft	140 ft	140 ft*	140 ft*	140 ft
MAX APPARENT FACE	120 ft Typical 25-30 ft Shared Public Way	75	100 ft	105 ft*	100 ft*	105 ft
MAX DIAGONAL	NA	NA	NA	170 ft	160 ft	170 ft
CHANGE IN APPARENT FACE	Two feet (2') deep X three foot (3') wide Notch, two foot (2') setback of building massing or major change in fenestration pattern and / or material.	Five feet (5') deep X ten foot (10') wide notch, five foot (5') setback of building massing in combination with a major change in fenestration pattern and / or material.		Ten feet (10') deep X ten foot (10') wide notch, ten foot (10') setback of building massing in combination with a major change in fenestration pattern and / or material.		

Sec. 249.52 Figure 6: Treasure Island Bulk & Massing - Existing



BUILDING HEIGHT	Up to 60 ft	61-85 ft	86-125 ft	126-180 ft*	181-240 ft*	241-450 ft
MAX FLOOR PLATE	NA	NA	10,500 sf	12,000 sf	10,600 sf	12,000 sf
MAX PLAN LENGTH	NA	200 ft	140 ft	140 ft*	140 ft*	140 ft
MAX APPARENT FACE	120 ft Typical 25-30 ft Shared Public Way	75	100 ft	105 ft*	100 ft*	105 ft
MAX DIAGONAL	NA	NA	NA	170 ft	160 ft	170 ft
CHANGE IN APPARENT FACE	Two feet (2') deep X three foot (3') wide Notch, two foot (2') setback of building massing or major change in fenestration pattern and / or material.	Five feet (5') deep X ten foot (10') wide notch, five foot (5') setback of building massing in combination with a major change in fenestration pattern and / or material.		Ten feet (10') deep X ten foot (10') wide notch, ten foot (10') setback of building massing in combination with a major change in fenestration pattern and / or material.		

Sec. 249.52 Figure 6: Treasure Island Bulk & Massing - Proposed