Planning Commission Motion No. 20616

HEARING DATE: JANUARY 9, 2020

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

Reception: 415.558.6378

Fax:

415.558.6409

Planning Information: 415.558.6377

Record Number:

2016-013312DNX

Project Address:

542-550 Howard Street (Transbay Parcel F)

Existing Zoning:

C-3-O(SD) Downtown-Office (Special Development) Zoning District

750-S-2 and 450-S Height and Bulk Districts Transit Center C-3-O(SD) Commercial and

Transbay C-3 Special Use Districts

Downtown and Transit Center District Plan Areas

Block/Lot:

3721/016, 135, 136, 138

Project Sponsor:

F4 Transbay Partners, LLC

101 California Street, Suite 1000

San Francisco, CA 94111

Property Owner:

Parcel F Owner, LLC

101 California Street, Suite 1000

San Francisco, CA 94111

Staff Contact:

Nicholas Foster, AICP, LEED GA

nicholas.foster@sfgov.org, (415) 575-9167

ADOPTING FINDINGS TO APPROVE A DOWNTOWN PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 309 WITH REQUESTS FOR EXCEPTIONS FOR SETBACK, STREETWALL, TOWER SEPARATION, AND REAR YARD REQUIREMENTS (SECTIONS 132.1 AND 134(D)); DWELLING UNIT EXPOSURE (SECTION 140); REDUCTION OF GROUND-LEVEL WIND CURRENTS IN C-3 DISTRICTS (SECTION 148); OFF-STREET FREIGHT LOADING (SECTIONS 152.1 AND 161); USE REQUIREMENTS IN THE C-3-O(SD) COMMERCIAL SPECIAL USE SUBDISTRICT (SECTION 248); HEIGHT LIMITS FOR BUILDINGS TALLER THAN 550 FEET IN HEIGHT IN THE S-2 BULK DISTRICT FOR ALLOWANCE OF NON-OCCUPIED ARCHITECTURAL, SCREENING, AND ROOFTOP ELEMENTS THAT MEET THE CRITERIA OF SECTION 260(B)(1)(M); AND BULK CONTROLS (SECTIONS 270 AND 272) TO PERMIT THE NEW CONSTRUCTION OF AN APPROXIMATELY 957,000 GROSS SQUARE FOOT, 750-FOOT TALL (800 FEET INCLUSIVE OF ROOFTOP MECHANICAL FEATURES), 61-STORY, MIXED-USE TOWER LOCATED AT 542-550 HOWARD STREET (TRANSAY PARCEL "F"), LOTS 016, 135, 136, 138 OF ASSESSOR'S BLOCK 3721, WITHIN THE C-3-O(SD) DOWNTOWN-OFFICE (SPECIAL DEVELOPMENT) ZONING DISTRICT AND 750-S2 AND 450-S HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. THE PROJECT WOULD INCLUDE 165 DWELLING UNITS, 189 HOTEL ROOMS, 275,674 SQUARE FEET OF OFFICE SPACE, AND APPROXIMATELY 9,000 SQUARE FEET OF RETAIL SPACE. THE PROJECT WOULD INCLUDE FOUR BELOW-GRADE LEVELS TO ACCOMMODATE UP TO 183 VEHICLE PARKING SPACES, AND 178 CLASS 1 AND 34 CLASS 2 BICYCLE PARKING SPACES

PREAMBLE

On October 13, 2016, Cameron Falconer of Hines, acting on behalf of F4 Transbay Partners, LLC (hereinafter "Project Sponsor"), submitted an application with the Planning Department (hereinafter "Department") for a Preliminary Project Assessment ("PPA"). The PPA Letter, assigned to Case No. 2016-013312PPA, was issued on January 9, 2016.

On December 9, 2016, the Project Sponsor submitted Planning Code Text and Map Amendment applications. The application packets were accepted on December 9, 2016 and assigned to Case Numbers 2016-013312MAP and 2016-013312PCA.

On April 19, 2017, the Project Sponsor submitted an Environmental Evaluation Application. The application packet was accepted on July 14, 2016 and assigned Case Number 2016-013312ENV.

On October 17, 2018, the Project Sponsor submitted, as modified by subsequent submittals, the following applications with the Department: Downtown Project Authorization; Conditional Use Authorization; Office Allocation; Variance; Shadow Analysis; and Transportation Demand Management. The application packets were accepted on October 17, 2018 and assigned to Case Numbers: 2016-013312DNX; 2016-013312CUA; 2016-013312OFA; 2016-013312VAR; 2016-013312SHD; and 2016-013312TDM, respectively.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Transit Center District Plan Environmental Impact Report (hereinafter "EIR"). On May 24, 2012, the Commission reviewed and considered the Final EIR ("FEIR") and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"), 14 California Code of Regulations Sections 15000 et seq. ("the CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

The Transit Center District Plan EIR is a program-level EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a subsequent project in the program area, the agency may approve the project as being within the scope of the project covered by the program EIR, and no new or additional environmental review is required. In certifying the Transit Center District Plan FEIR, the Commission adopted CEQA findings in its Motion No. 18629 and hereby incorporates such Findings by reference herein.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially

significant off-site and cumulative impacts which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

On August 27, 2019, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Transit Center District Plan and was encompassed within the analysis contained in the Transit Center District Plan FEIR. Since the Transit Center District Plan FEIR was finalized, there have been no substantial changes to the Transit Center District Plan and no substantial changes in circumstances that would require major revisions to the FEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the FEIR. The file for this Project, including the Transit Center District Plan FEIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP) setting forth mitigation measures that were identified in the Transit Center District Plan FEIR that are applicable to the project. These mitigation measures are set forth in their entirety in the MMRP attached to the draft Motion as Exhibit C.

The Planning Department Commission Secretary is the custodian of records; all pertinent documents are located in the File for Case No. 2016-013312DNX, at 1650 Mission Street, Fourth Floor, San Francisco, California.

On September 19, 2019, the Recreation and Park Commission conducted a duly noticed public hearing at regularly scheduled meeting and recommended, through Resolution No. 1909-016, that the Planning Commission find that the shadows cast by the Project would not be adverse to the use of Union Square and Willie "Woo Woo" Wong Playground.

On October 8, 2019, the Project Sponsor filed a request for a General Plan Amendment. The application packet was accepted on October 8, 2019 and assigned to Case Number 2016-013312GPA.

On October 17, 2019, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of a General Plan Amendment for Case No. 2016-013312GPA. After hearing the item, the Commission voted 5-0 (Koppel absent) to continue the item to December 5, 2019.

On December 5, 2019 the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of a General Plan Amendment for Case No. 2016-013312GPA. The

Commission voted 6-0 (Richards absent) to initiate the General Plan Amendment for Case No. 2016-013312GPA.

On January 9, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Downtown Project Authorization application No. 2016-001794DNX.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Downtown Project Authorization as requested in Application No. 2016-013312DNX, subject to the conditions contained in "EXHIBIT A" of this motion, and to the Mitigation, Monitoring and Reporting Program contained in "EXHIBIT C", and incorporated by reference, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.
- 2. **Project Description.** The proposed project ("Project") includes the construction of a new 61-story mixed-use building reaching a height of 749'-10" tall (799'-9" inclusive of rooftop screening/mechanical equipment). The Project would include 165 dwelling units, 189 hotel rooms, 275,674 square feet of office use floor area, approximately 9,000 square feet of retail space, approximately 20,000 square feet of open space, 178 Class 1 and 34 Class 2 bicycle parking spaces, and four below-grade levels that would accommodate up to 183 vehicle parking spaces provided for the residential, hotel, and office uses. The Project also would construct a pedestrian bridge providing public access to Salesforce Park located on the roof of the Transbay Transit Center.
- 3. Site Description and Present Use. The Project Site ("Site") consists of four contiguous lots (Lots 016, 135, 136, and 137) within Assessor's Block 3721, totaling 32,229 square feet (0.74 acres) in area. The site, bounded by Howard Street to the south and Natoma Street to the north, is undeveloped at-grade and served as a construction staging area for the adjacent Salesforce Transit Center during its construction. A below-grade "Train Box" is located within the northwest corner of the Site, occupying approximately 12,000 square feet of the Site. The Train Box consists of a two-story structure that will allow Caltrain—and eventually High-Speed Rail—trains to enter and exit the adjacent Salesforce Transit Center below-grade. Because the Train Box can only support a very limited structural load above-grade, the proposed mixed-use building is purposely set back from the northwest corner of the Site (along the Natoma Street frontage), towards the southeast corner of the Site (along the Howard Street frontage). The Project responds to the unique site constraint

by cantilevering the building podium over the area of the Train Box, thereby shifting the majority of the tower's mass onto Lots 016 and 135, away from the area of the Train Box.

- 4. Surrounding Properties and Neighborhood. The Site is located within the Downtown Core, and more specifically, within the Transit Center District Plan (TCDP) area. Development in the vicinity consists primarily of high-rise office buildings, interspersed with low-rise mixed-use buildings. The block on which the Site is located contains several low to mid-rise office buildings and construction staging for planned developments. The 5-story Salesforce Transit Center (STC) and the Salesforce Park are located to the north of the Site, 2- to 3- story buildings at 547, 555, and 557 Howard streets are located to the south of the Site, and a 3-story building at 540 Howard Street, a 4-story building at 530 Howard Street, and a parking lot at 524 Howard Street are located east of the Site. The 2- to 3-story buildings at 547, 555, and 557 Howard streets are planned to be replaced with an approximately 385 foot-tall, 36-story mixed use residential and hotel development project. The parking lot at 524 Howard Street is planned to be replaced with an approximately 495-foot tall, 48-story mixed use residential and hotel development. Several other high-rise buildings are planned, under construction, or have recently completed construction in the surrounding area, including a newly completed office-residential tower at 181 Fremont Street.
- 5. Public Outreach and Comments. The Department has received correspondence regarding the proposed Project related to shadow impacts on Willie "Woo Woo" Wong Park, citing concerns around shadows caused by the Project having an adverse impact on the use of the Willie "Woo Woo" Wong Park. The Project Sponsor has conducted community outreach that includes local community groups to respond to concerns over shadow impacts resulting from the Project.
- 6. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. Permitted Uses in the C-3-O(SD) Zoning District (Section 210.2). The Planning Code lists the use controls for residential and non-residential uses within the C-3-O(SD) Zoning District

The Project involves the construction of a new 61-story mixed-use building with a total of 1,140,458 sf of uses (956,995 gross square feet (gsf) of uses per the Planning Code. The Project would include 433,556 gsf of residential use, 275,674 gsf of general office use (a non-retail sales and service use), 247,765 gsf of hotel use (a retail sales and service use), and 8,900 gsf of retail uses. Residential uses, retail sales and service uses, and non-retail sales and service uses (office) are all principally permitted within the C-3-O(SD) Zoning District. As Residential, Retail Sales and Service Uses, and Non-Retail Sales and Service Uses are principally permitted uses within the C-3-O(SD) Zoning District, the Project complies with Section 210.2. The office use requires an office allocation, pursuant to Section 321, whereas the hotel use requires Conditional Use Authorization. The Project Sponsor has filed Office Allocation and Conditional Use Authorization applications (Case Nos. 2016-013312OFA and 2016-013312CUA). Please see the required findings for the office allocation and conditional use authorization

under their respective motions (Motion No. 20617 for Case No. 2016-013312OFA and Motion No. 20618 for Case No. 2016-013312CUA).

B. Floor Area Ratio (Sections 123, 124, 128, and 210.2). The Planning Code establishes a basic floor area ratio (FAR) for all zoning districts. For C-3 zoning districts, the numerical basic FAR limit is set in Section 210.2. The FAR for the C-3-O (SD) District is 6.0 to 1. Under Section 123, FAR can be increased to 9.0 to 1 with the purchase of transferable development rights (TDR), and may exceed 9.0 to 1 without FAR limitations by participating in the Transit Center District Mello-Roos Community Facilities District as required in Section 424.8.

The Site is 32,229 square feet (0.74 acres) in area. Therefore, up to 193,374 gsf is allowed under the basic FAR limit, and up to 290,061 gsf is permitted with the purchase of TDR. The Project proposes a total of 956,995 gsf, for a floor-area ratio of approximately 29.7-to-1. Conditions of Approval are included to require the Project Sponsor to purchase TDR for the increment of development between 6.0 to 1 FAR and 9.0 to 1 FAR (96,687 gsf), and to participate in the Transit Center District Mello-Roos Community Facilities District.

C. **Useable Open Space (Section 135).** The Planning Code requires that a minimum of 36 square feet of private usable open space, or 48 square feet (1.33 times 36 square feet) of common usable open space be provided for dwelling units in C-3 zoning districts. The area counting as usable open space must meet minimum requirements for area, horizontal dimensions, and exposure.

The Project includes 165 dwellings units, and therefore requires private and/or common useable open space in service of the residential use. The Project would include two areas of common useable open space that meet the strict dimensional requirements for common useable open space (Code Section 135(g)). These areas include a 7,949 square foot rooftop terrace and a 1,948 square foot terrace located on level 33. Together, the amount of common useable open space is 9,442 square feet where 7,920 square feet are required by Code. Therefore, the Project complies with Section 135.

D. Publicly Accessible Open Space (Section 138). The Planning Code requires new buildings, or additions of Gross Floor Area equal to 20 percent or more to an existing building, in the C-3-O (SD) zoning district to provide public open space at a ratio of one square-foot per 50 gross square feet of all uses, except residential uses, institutional uses, and uses in a predominantly retail/personal services building.

The Project includes a total of 523,439 gross square feet of non-residential use, and therefore requires 10,469 square feet of privately-owned public open space (POPOS). The Project would provide POPOS in three primary areas: within an elevated pedestrian bridge, linking the building to Salesforce Park located atop the Salesforce Transit Center; within an exterior area located outside of the shared residential/hotel lobby adjacent Natoma Street; and within a midblock passageway along the west edge of the Site, promoting connectivity from Howard Street to the Salesforce Transit Center, through the Site. A glass elevator cab will provide public vertical connection to the Salesforce Transit Center rooftop

park. Both the atrium and the public elevator will be highly visible to the pedestrians on Natoma Street and the Salesforce Park. Pursuant to Section 138(j)(1)(F)(i-iv), the horizontal connection (pedestrian bridge), along with any floor area devoted to vertical circulation (elevator) dedicated specifically to provide public access to Salesforce Park shall count towards the POPOS floor area requirement, inclusive of a 5,000 square foot bonus for providing connection to Salesforce Park itself. For all locations, the Project Sponsor shall comply with all applicable Section 138 requirements relating to this space, including signage, seating, landscaping, and public access. In total, the amount of POPOS credited is 10,796 square feet where 10,469 square feet is required by Code.

E. Streetscape and Pedestrian Improvements (Section 138.1). Planning Code Section 138.1 requires that additions of Gross Floor Area equal to 20 percent or more to an existing building provide streetscape improvements consistent with the Better Streets Plan. Under Section 138.1(c), the Commission may also require the Project Sponsor to install additional sidewalk improvements such as lighting, special paving, seating and landscaping in accordance with the guidelines of the Downtown Streetscape Plan if it finds that these improvements are necessary to meet the goals and objectives of the General Plan

The Project Sponsor shall comply with this requirement. The conceptual plan shows improved pedestrian amenities along both frontages (Howard and Natoma Streets) not limited to improved sidewalks, along with the installation of street trees, lighting, and street furniture. The precise location, spacing, and species of the street trees, as well as other streetscape improvements, will be further refined throughout the building permit review process. Moreover, the Project would provide a mid-block connection through the Site, connecting Howard and Natoma Streets. This critical pedestrian connection will provide pedestrian access to the Salesforce Transit Center through the Site, ameliorating the conditions and impacts associated with large blocks that inhibit pedestrian movement—such as the case with the subject block (Block 3721) which extends over 800 linear feet. Therefore, the Project complies with Section 138.1.

F. Standards for Bird-Safe Buildings (Section 139). The Planning Code outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards.

The Site is not located in close proximity to an Urban Bird Refuge as defined in Section 139. As such, the Project will include feature-related standards. Therefore, the Project complies with Section 139.

G. Street Frontage in Commercial Districts (145.1). The Planning Code requires that within Downtown Commercial Districts, space for "active uses" shall be provided within the first 25 feet of building depth on the ground floor. Spaces such as lobbies are considered active uses only if they do not exceed 25% of the building's frontage at the ground level, or 40 feet, whichever is greater. Section 145.1(c)(2) of the Planning Code requires that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure parallel to and facing a street shall be devoted to parking and loading ingress or

egress. With the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, space for active uses as defined in Subsection (b)(2) and permitted by the specific district in which it is located shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any facade facing a street at least 30 feet in width. Section 145.1(c)(4) of the Planning Code requires that ground floor non-residential uses in all C-3 Districts shall have a minimum floor-to-floor height of 14 feet, as measured from grade. Section 145.1(c)(5) requires the floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces. Section 145.1(c)(6) of the Planning Code requires that within Downtown Commercial Districts, frontages with active uses must be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building.

Related to active uses. the Project includes active uses at the ground floor, including retail spaces along both street frontages (Howard and Natoma Streets). While the floor-to-floor height, location of active uses, and transparency requirements of the Code (Sections 145.1(c)(4-6)) are satisfied, the Project includes a significant amount of lobby space servicing the three primary uses (residential, office and hotel). With 98'-6" feet (or approximately 83 percent) of the Howard Street frontage, and 44'-6" (or approximately 28 percent) of the Natoma Street frontage devoted to lobby space (separate lobbies), the total amount of linear frontage devoted to lobbies exceeds what is permitted by the Code. Therefore the Project requires a Variance from Section 145.1(b)(2)(C). The Project Sponsor has submitted a Variance application (Case No. 2016-013312VAR) and the Zoning Administrator shall review the application and make a determination on the request for an exception from the Planning Code standard.

H. Shadows on Public Sidewalks (Section 146). The Planning Code establishes design requirements for buildings on certain streets in order to maintain direct sunlight on public sidewalks in certain downtown areas during critical use periods. Section 146(c) requires that other buildings should be shaped so as to reduce substantial shadow impacts on public sidewalks, if doing so would not create an unattractive design and without unduly restricting the development potential of the site in question.

Section 146(a) does not apply to Howard or Natoma Streets, and therefore does not apply to the Project. Regarding Section 146(c), the Project would create new shadows on sidewalks and pedestrian areas adjacent to the Site. The amount of shadow cast on sidewalks would vary based on time of day, day of year, and weather conditions. Additionally, in certain locations, existing and future development would mask or subsume new shadows from the Project that would otherwise be cast on sidewalks in the Project vicinity. The Project's shadows would be limited in scope and would not increase the total amount of shading above levels that are commonly accepted in dense urban areas. Therefore, the Project complies with Section 146.

I. Shadows on Public Open Spaces (Section 147). The Planning Code requires new buildings in the C-3 districts exceeding 50 feet in height to be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site, to reduce substantial shadow impacts on public plazas and other publicly-accessible spaces other than those under the jurisdiction of the Recreation and Parks Department under Section 295. The following factors shall be taken into account: (1) the amount of area shadowed; (2) the duration of the shadow; (3) the importance of sunlight to the type of open space being shadowed.

Existing Open Spaces

Salesforce Park

Salesforce Park is a 5.4-acre rooftop park located atop the Transbay Transit Center, less than 100 feet north from the Site across Natoma Street. Salesforce Park is under the jurisdiction of the Transbay Joint Powers Authority. The rooftop park is 1,400-foot long and includes an amphitheater, a children's play space, a café, a restaurant, and open grass areas. Salesforce Park would be shaded by the Project throughout the year, beginning at 7:52 a.m. and lasting no later than 7:00 p.m. The existing annual shadow coverage on Salesforce Park is 41.83 percent shaded. The quantitative analysis found that the Project would add approximately 8.25 percent new shadow, relative to theoretical annual available sunlight (TAAS) (approximately 63,887,258 sfh) for a total of 50.07 percent shaded under existing plus project conditions.

The Transit Center District Plan Programmatic EIR (TCDP PEIR) stated that the TCDP plan area buildings, including the proposed project, would add new shadow to Salesforce Park (referred to as City Park in the TCDP PEIR). Existing buildings located near the Salesforce Park, including the Salesforce Tower, would cast shadow throughout the year on most of the park area. The TCDP PEIR acknowledged that this park would be surrounded by high-rise development; thus, it was expected that buildings that were existing at the time of the preparation of the TCDP PEIR, as well as future buildings anticipated as a result of upzoning proposed in that PEIR would cast shadows onto the park during the day. The TCDP PEIR found the plan would have a significant and unavoidable impact with respect to shadow on parks. The Project's net new shadow would not result in any significant shadow impacts that were not identified in the PEIR, nor would it result in more severe impacts than identified in the PEIR.

Rincon Park

Rincon Park is a 2-acre waterfront park, located along the Embarcadero, approximately 0.5 mile northeast of the Site. Rincon Park is leased from the Port of San Francisco and developed by Gap Inc. in conjunction with the construction of its headquarters office building. Rincon Park is adjacent to the Bay Trail and includes groomed patches of grass and landscaped areas along a paved promenade area.

The TCDP PEIR found that the non-section 295 public open space that would be most greatly affected by the plan area development is Rincon Park. This open space would be newly shaded in the late afternoon throughout much of the year, except from mid-fall through mid-winter, by the Salesforce Tower, 181 Fremont, the 50 First Street project, and potential 700-foot buildings at the Golden Gate University site and at 350 Mission Street. New buildings in the plan area would add additional shadow between the shadow cast by existing buildings, obscuring some of the existing sunlight. The existing annual shadow coverage on Rincon Park is 30.52 percent shaded. The quantitative analysis found that the proposed project would add 0.00024 percent (1,136 sfh) increase in annual shadow on the

furthermost northwestern edge of Rincon Park, which consists mostly of a small portion of dirt. As the Project would add minor net new shadow to Rincon Park, the Project's new shadow would not result in an adverse physical change to this park.

Future Open Spaces

There are four proposed parks in the vicinity of the proposed project, including Transbay Park (to be located 0.2 miles east of the Site), Under Ramp Park (referred to as Oscar Park in the TCDP PEIR) (to be located 100 feet southeast of the Site, under Fremont Street offramp), Second & Howard Plaza (to be located 250 feet southwest of the Site) and Mission Square (to be located 950 feet northeast of the Site). The Project has the potential to cast new shadow on the future Transbay Park during the evening hours of the fall and spring months covering the eastern portion of the park consisting of open grass areas. Regarding Under Ramp Park, the Project has the potential to add minor new shadow to this park; however, all net new shadow would be subsumed by the existing overhead freeway structures. The Project has the potential to cast new shadow on the future Second & Howard Plaza during the early morning hours of summer on the northwestern and northern portions of the plaza consisting of open space, a fountain, and trees. The Project has the potential to cast new shadow on the future Mission Square during the early afternoon hours of fall, spring, and winter months. During this time, the southern portion of the park with outdoor tables would be shaded by the proposed project.

Conclusion

Based upon the amount and duration of new shadow and the importance of sunlight to each of the open spaces analyzed, the Project would not substantially affect, in an adverse manner, the use or enjoyment of these open spaces beyond what was analyzed and disclosed in the TCDP FEIR. The Project would either contribute very minor amount of shadow to those spaces (i.e., Rincon Park) or its shadow impacts were already anticipated with the implementation of the TCDP plan (i.e., Salesforce Park). Thus, the Project would not result in new or more severe shadow impacts than those identified in the PEIR. This conclusion is consistent with the findings of the PEIR, and the Project would not result in individual or cumulative shadow impacts beyond those analyzed in the PEIR, nor would it result it in substantially more severe impacts than identified in the PEIR.

J. Off-Street Parking (Section 151.1). The Planning Code does not require any off-street parking spaces be provided, but instead provides maximum parking amounts based on land use type. Off-street accessory parking for all non-residential uses in the C-3-O (SD) zoning district is limited to 3.5% of the gross floor area for such uses. For residential uses, one off-street parking space is principally permitted for every two dwelling units.

The Project would provide a total of 183 off-street accessory parking spaces. 83 parking spaces would be available for 165 dwelling units, equating to parking ratio of 0.5 spaces per dwelling unit (within the 0.5 ratio limit as established by Code). The balance of the parking spaces (100 spaces) would be available for the non-residential uses (hotel and office uses). For the hotel use, 12 spaces would be provided where 12 are permitted (within the limit as established by Code). For office and retail sales and service uses, 88 spaces (or 6,520 square feet) would be devoted to parking, equating to a ratio of approximately 2.3%

of gross floor area (within the limit of 3.5% of gross floor area as established by Code). As the total amount of off-street accessory parking for both residential and non-residential uses is within the limits established by Code, the Project therefore complies with Section 151.1

K. General Standards for Location and Arrangement of Off-Street Parking, Freight Loading, and Service Vehicle Facilities (Section 155). The Planning Code requires all off-street freight loading and service vehicle spaces in the C-3 Zoning District be completely enclosed, and access from a public Street or Alley shall be provided by means of a private service driveway that is totally contained within the structure. Such a private service driveway shall include adequate space to maneuver trucks and service vehicles into and out of all provided spaces, and shall be designed so as to facilitate access to the subject property while minimizing interference with street and sidewalk circulation. Any single development is limited to a total of two façade openings of no more than 11 feet wide each or one opening of no more than 22 feet wide for access to off-street parking and one façade opening of no more than 15 feet wide for access to off-street loading. Shared openings for parking and loading are encouraged. The maximum permitted width of a shared parking and loading garage opening is 27 feet. In addition, the Planning Code prohibits curb cuts along Natoma Street for garage entries, private driveways, or other direct access to off-street parking or loading, except when the curb cut would create new publicly-accessible streets and alleys.

The Site is a through lot with frontages along both Howard Street to the south, and Natoma Street to the north. The Project would utilize two vehicular access points, one along Howard Street for freight loading servicing all residential and non-residential uses, and a second along Natoma Street for access to all accessory off-street parking and car share spaces. The Natoma Street garage is developed with three, separate garage doors for three, independent car lifts accessing the below-grade parking garage. The three garage doors are arranged contiguously, and are positioned perpendicular the Natoma Street, with a curvilinear driveway accessing the garages. The driveway also functions as a port cochere, which, is permitted under Code Section 155(s)(3)(B) because the Project includes hotel use. As developed, the Project requires Code relief from the general standards for location and arrangement of off-street parking, freight loading, and service vehicle facilities as follows:

First, the area devoted to freight loading, while screened on all sides, is not fully enclosed. Therefore the Project requires a Variance pursuant to Section 155(d).

Second, the width of the two façade openings accessing off-street parking and loading exceed the limits established by Code. The Howard Street opening is approximately 38 feet wide and the three garage door openings fronting Natoma Street are, on aggregate, approximately 35 feet wide. As the widths of the two building openings exceed what is permitted by Code, the Project therefore requires a Variance pursuant to Section 155(d).

Lastly, the location of the off-street garage access point and driveway along Natoma Street is within 300' westerly of first street, between first and second streets. This section of Natoma Street is a named street prohibiting curb cuts, therefore the Project requires a Variance pursuant to Section 155(r)(2)(V). The Project Sponsor has submitted a Variance application (Case No. 2016-013312VAR) and the Zoning

Administrator shall review the application and make a determination on the request for an exception from the Planning Code standards.

L. **Bicycle Parking (Sections 155.1, 155.2).** The Planning Code establishes bicycle parking requirements for new developments, depending on use. For projects with over 100 residential dwelling units, 100 Class 1 spaces are required, plus 1 additional space for every four units over 100. One Class 2 space is required for every 20 dwelling units. For office, one Class 1 space is required for every 5,000 occupied square feet, and two Class 2 spaces are required for the first 5,000 gross square feet, plus one Class 2 space for each additional 50,000 occupied square feet. One Class 1 space is required for every 7,500 square feet of occupied floor area devoted to Restaurants, Limited Restaurants, and Bars. One Class 2 space is required for every 750 square feet of occupied retail area devoted to Restaurants, Limited Restaurants, and Bars, and in no case less than two Class 2 spaces. For hotel use, one Class 1 space and one Class 2 space is required for every 30 hotel rooms, plus one Class 2 space for every 5,000 square feet of occupied floor area of conference, meeting or function rooms. A Class 1 space is located in a secure, weather-protected facility and intended for long-term use by residents and employees. A Class 2 space is located in a publicly-accessible and visible location, and intended for use by visitors, guests, and patrons.

The Project includes 178 Class 1 and 34 Class 2 bicycle parking spaces (where 178 Class 1 and 34 Class 2 spaces are required by Code). The Class 2 bicycle parking spaces would be located within two distinct locations: one location along the Howard Street frontage, directly in front of the office lobby and adjacent retail space; and a second location along the Natoma Street frontage, adjacent the garage accessing the off-street accessory parking. The Project Sponsor anticipates payment of the lieu fee to satisfy up to 50 percent of the Class 2 bicycle parking requirement, as permitted by Section 430.

To promote greater access to the Class 1 bicycle spaces, the Project would locate all of the required Class 1 bicycle parking spaces within a safe and convenient storage facility located on level 4 of the tower podium. The location is particularly optimal due to the collocation of the required showers and locker facilities, in addition to a independently accessible elevator that would provide direct access from bicycle storage facility to both the ground floor and the level 5 pedestrian bridge accessing the adjacent Salesforce Park. Because Code requires that Class 1 bicycle parking be located either on the ground floor, or within the off-street vehicular parking area, the proposal to locate the Class 1 bicycle parking on level 4 requires a Variance from Section 155.1(b). The Project Sponsor has submitted a Variance application (Case No. 2016-013312VAR) and the Zoning Administrator shall review the application and make a determination on the request for an exception from the Planning Code standard.

M. Shower Facilities and Lockers (Section 155.4). The Planning Code requires shower facilities and lockers for Non-Retail Sales and Service Uses in the following amounts: two showers and 12 clothes lockers where the Occupied Floor Area exceeds 20,000 square feet but is no greater than 50,000 square feet, and four showers and 24 clothes lockers are required where the Occupied Floor Area exceeds 50,000 square feet.

The Project includes more than 50,000 square feet of non-residential uses and thus a total of 4 showers 24 lockers are required per Code. The Project would provide 4 showers and 24 lockers on level 4, adjacent the Class 1 bicycle storage facility. Therefore, the Project complies with Section 155.4.

N. Transportation Management Programs (Section 163). The Planning Code requires, for all applicable projects, that property owner provide on-site transportation brokerage services for the actual lifetime of the project.

The Project contains over 100,000 square feet of residential use (or 100 dwelling units) and is therefore subject to the requirements of Section 163. The Project will provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of a temporary permit of occupancy, the property owner shall execute an agreement with the Planning Department for the provision of on-site transportation brokerage services. Therefore, the Project complies will Section 163.

O. Car Sharing (Section 166). The Planning Code establishes requirements for new developments to provide off-street parking spaces for car-sharing services. The number of spaces depends on the amount and type of residential or office use. One car share space is required for any project with between 50-200 residential units. Projects with over 200 residential units but less than 400 units require two spaces. For non-residential uses, one space is required if the project provides 25-49 off-street spaces for those uses. One car share space is required for every 50 additional parking spaces devoted to non-residential use. The car-share spaces must be made available to a certified car-share organization at the building site or within 800 feet of it.

The Project includes 3 car share spaces for both the residential and non-residential uses where 3 are required by Code. Therefore, the Project complies with Section 163.

P. Unbundled Parking (Section 167). The Planning Code requires all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.

The Project will lease or sell all accessory off-street parking spaces separately from the rental or purchase fees for dwelling units for the life of the dwelling units. Therefore the Project complies with Section 167.

Q. Transportation Demand Management (TDM) Plan (Section 169). The Planning Code requires applicable projects to finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit.

The Project submitted a completed Environmental Evaluation deemed complete on or after September 5, 2016, and before January 1, 2018. Therefore, the Project must only achieve 75% of the point target

established in the TDM Program Standards, resulting in a required target of 31 points (75% of 41). As currently proposed, the Project will achieve its required 31 points through the following TDM measures:

- Bicycle Parking (Option A)
- Showers and Lockers
- Bike Membership (Option B)
- Bicycle Repair Station
- Bicycle Maintenance Services
- Car Share Parking (Option A)
- Contributions or Incentives for Sustainable Transportation (Option A)
- Tailored Transportation Marketing Services (Option A)
- Unbundled Parking (Option C)
- Parking Supply (Option C (Residential)/Option G (Office))

Therefore the Project complies with Section 169.

R. **Dwelling Unit Mix (Section 207.7).** The Planning Code requires that no less than 25% of the total number of proposed dwelling units shall contain at least two bedrooms and that no less than 10% of the total number of proposed dwelling units shall contain at least three bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of dwelling units and units counted towards the three bedroom requirement may also count towards the requirement for units with two or more bedrooms

The Project will provide a total of 165 dwelling units, with the following dwelling unit mix: 21 one-bedroom units (13%), 92 two-bedroom units (56%), and 52 three-bedroom units (32%). With 87% of the dwelling units containing at least two bedrooms, the Project exceeds the dwelling unit mix requirement established by Code. Therefore, the Project complies with Section 207.7.

S. Height (Section 260). The Planning Code requires that the height of buildings not exceed the limits specified in the Zoning Map and defines rules for the measurement of height. In any S-2 Bulk District for any building which exceeds 550 feet in height, unoccupied building features including mechanical and elevator penthouses, enclosed and unenclosed rooftop screening, and unenclosed architectural features not containing occupied space that extend above the height limit, only as permitted by the Planning Commission according to the procedures of Section 309.

The Site is located within two distinct Height and Bulk Districts. Lots 135 and 138, are located entirely within the 750-S-2 District, whereas Lot 016 is located entirely within the 450-S District. Lot 136 is an irregular-shaped lot, split zoned between the 450-S and 750-S-2 District, with the "panhandle" portion of Lot 136 located within the 450-S. The Project would construct a single tower positioned approximately within the center of Lot 136, closest to the Howard Street frontage. (The building is purposely set back from the northwest corner of the Site (along the Natoma Street frontage), towards the southeast corner of the Site (along the Howard Street frontage) due to presence of a critical component

of below-grade infrastructure serving the adjacent Salesforce Transit Center.) The tower would contain both a distinct lower tower and upper tower. The lower tower contains a larger floorplate that rises to a height of 429'-10", while the slightly narrower upper tower reaches a maximum finished floor height of 749'-10". The unoccupied building features including mechanical and elevator penthouses, enclosed and unenclosed rooftop screening, and unenclosed architectural features not containing occupied space up to 800' tall. As a portion of the tower would encroach into Lot 016, which is within the 450-S District, legislative amendments are required to facilitate the Project. Specifically, a legislative amendment (Board File No. 191259) would amend Zoning Map HT-01, effectively result in a height and bulk swap between Lots 016 and 136 with Lot 138. 1,310 square feet of Lot 016 and 190 square feet of Lot 136 would be rezoned to increase the allowable height from 450' to 750'. Correspondingly, 5,850 square feet of Lot 138 would be rezoned to decrease the allowable height from 750' to 450' (a difference of 4,350 square feet). With benefit of the proposed legislative amendment (Board File No. 191259), the Project would be compliant with the height limits. See Sections 7(I) and (H) for additional findings required for exceptions under Section 309 related to height and bulk.

T. Mid-Block Connections (Section 270.2). The Planning Code requires projects provide a publicly-accessible mid-block alley for the entire depth of the property, generally located toward the middle of the subject block face, perpendicular to the subject frontage and connecting to any existing streets and alleys for all new construction on lots with greater than 300 linear feet of street frontage. For development lots with frontage on more than one street that exceeds the above dimensions, one such mid-block alley will be required per frontage.

The Site is a through lot with greater than 300 feet of linear street frontage; therefore the mid-block connections requirement applies. The Project includes a mid-block passageway along the western edge of the Site, positioned in between the Project's freight loading area to the east and the future TJPA bicycle ramp accessing the below-grade bicycle facilities of the Salesforce Transit Center to the west. This important passageway will link Underground Ramp Park south of Howard Street to the future pedestrian paseo along Natoma Street to the north. Conceptually, the passageway is designed as an artistic expression, with an skeleton-like structure resembling "whale-bones" comprised of archways of varying heights. The design is intended to create a sense of projection from the adjacent vehicular and bicycle lanes while remaining transparent and open to the sky above. The mid-block passageway is required to meet the design and performance standards of Section 270.2(e). The Project Sponsor shall continue to work with the Department to further refine the overall design of the passageway post entitlement.

U. Shadows on Parks (Section 295). The Planning Code requires a shadow analysis for projects over 40 feet in height to ensure that new buildings do not cast new shadows on properties that are under the jurisdiction of the San Francisco Recreation and Park Department.

Background

The TCDP PEIR considered reasonably foreseeable future projects on 13 specific sites in the TCDP, based on generalized massing models of buildings at the heights that would be allowed under the TCDP.

The PEIR found that new shadows from development within the plan area would affect nine parks, eight of which have established Absolute Cumulative Limits (ACLs) for net new shadow under section 295. Considered together, development under the TCDP would require that the ACLs be increased on seven downtown parks. No mitigation is available for shadow impacts on existing parks, because it not possible to lessen the intensity or otherwise reduce the shadow cast by a building at a given height and bulk. Therefore, the TCDP PEIR found the plan would have a significant and unavoidable impact with respect to shadow.

On October 11, 2012, the Planning Commission and the Recreation and Park Commission held a duly noticed joint public hearing on and adopted Planning Commission Resolution No. 18717 and Recreation and Park Commission Resolution No. 1201-001 raising the ACLs for seven open spaces under the jurisdiction of the Recreation & Park Department that could be shadowed by likely cumulative development sites in the Plan area, including the Project. In revising these ACLs the Commissions also adopted qualitative criteria for each park related to the characteristics of shading within these ACLs that would not be considered adverse, including the duration, time of day, time of year, and location of shadows on the particular parks. At the hearing on October 11, 2012, the Recreation and Park Commission also recommended that the General Manager of the Recreation & Park Department recommend to the Planning Commission that the shadows cast by the Project on certain properties under the jurisdiction of the Recreation & Park Department are not adverse to the use of these properties, and that the Planning Commission allocate to the Project allowable shadow from the absolute cumulative shadow limits of six of these properties.

Related to the Project, the Planning Department prepared an initial shadow fan that indicated the Project may cast a shadow on both Union Square Plaza and Willie "Woo Woo" Wong Park, properties under the jurisdiction of the San Francisco Recreation and Park Department.

To evaluate the design of the Project, a project-specific shadow study ("Shadow Study") was performed using a detailed 3-D model. The analysis performed by qualified consultants ("FASTCAST") modeled the proposed Project and site consistent with the projects architectural and engineering plan description in addition to utilizing high resolution topography mapping. FASTCAST's methodology and base data is considered highly accurate and to the appropriate level of detail required for a Section 295 shadow analysis. The results of the Shadow Study, including a quantitative analysis of potential shadow impacts on Section 295 parks and qualitative analysis of project consistency with other Planning Code sections regulating new shadow [Sections 146(c), 147, and 260(b)(1)(M)], and potential significant shadow impacts under CEQA were discussed in the Project's Community Plan Exemption certificate.

Shadow Analysis Results

Union Square Plaza

Union Square Plaza is an approximately 2.42-acre (105,516-square feet) public plaza, located approximately 0.50 mile west of the Site. Union Square Plaza contains landscaped areas, walkways, and areas for active and passive uses. The Project would add new shadow to Union Square Plaza in the early morning between 7:44 a.m. until no later than 8:15 a.m. from August 30 through September 13

and from March 29 through April 12 for a total of six weeks. Net new shadow would be cast on the northwest portion of Union Square Plaza, which includes primarily open space, stairs, and portable seating with tables, chairs, and umbrellas.

The existing annual shadow coverage on Union Square Plaza is 44.99 percent shaded relative to the TAAS (approximately 392,667,242 square foot hours of shadow). The quantitative analysis found that the Project would add approximately 0.03 percent new shadow, relative to TAAS (approximately 115,526 sfh of shadow) for a total of 45.02 percent shaded under existing plus project conditions. The Project would add 0.03 net new shadow, within the current ACL of 0.14, leaving a remaining "shadow budget" of 0.11 percent of TAAS.

Willie "Woo Woo" Wong Playground

Willie "Woo Woo" Wong Playground is an approximately 0.61-acre (26,563 square feet) urban park, located approximately 0.62 mile northwest of the Site. The park contains two sand-floor playgrounds, and basketball, tennis and volleyball courts. It also includes a recreational center that hosts afterschool programs and indoor gym and ping-pong tables. The Project would add new shadow to Willie "Woo Woo" Wong Playground in the early morning starting after 8:00 a.m. and ending before 8:30 a.m. for a total of 11 weeks of the year between November 15 and November 22 and between January 18 and January 25. The net new shadow would cover 2,628 square feet (or 9.89 percent) of the playground and would be cast on a portion of the northwest side of the tennis courts.

The existing annual shadow coverage on Willie "Woo Woo" Wong Playground is 58.44 percent shaded relative to TAAS (approximately 98,852,508 sfh of shadow). The quantitative analysis found that the Project would add approximately 0.01 percent new shadow, relative to TAAS (approximately 9,845 sfh of shadow) for a total of 58.45 percent shaded under existing plus project conditions. The Project would add 0.01 net new shadow, within the current ACL of 0.03, leaving a remaining "shadow budget" of 0.02 percent of TAAS.

Conclusion

Based upon the amount and duration of new shadow and the importance of sunlight to each of the open spaces analyzed, the Project would not substantially affect, in an adverse manner, the use or enjoyment of these open spaces beyond what was analyzed and disclosed in the TCDP FEIR. The Project's new shadow on Union Square Plaza and Willie "Woo Woo" Wong Playground would contribute considerably to the significant and unavoidable impact identified in the TCDP FEIR with respect to the need to increase the Absolute Cumulative Limit of downtown parks.

As referenced in Motion No. 18717, the resolution that raised the ACLs for seven Recreation and Parks properties impacted by reasonably-foreseeable projects identified with the TCDP PEIR, a provision specifically stated that any project that seeks allocation of available ACL within the new limits must adequately demonstrate a good faith effort to sculpt the massing and architectural elements of a proposed building so that the effects of any net new shadow on the parks protected under Section 295 are minimized as compared to the building's shadows as analyzed in the TCDP PEIR.

Given the TCDP PEIR utilized generalized massing models for each of the reasonably-foreseeable projects identified with the TCDP PEIR, the Project's bulk and mass is smaller than what was analyzed. For example, whereas a building with a larger volume that meets the strict Code requirements related to bulk and height would allow for a larger building with 1,385,032 gsf, with an upper tower average floor plate area of 18,750 sf, the Project proposes a smaller building with a total of 1,140,458 gsf (approximately 18% smaller), which, with a much narrow upper tower average floor plate area of 15,330 sf (approximately 18% smaller).

Thus, the Project would not result in new or more severe shadow impacts than those identified in the PEIR. This conclusion is consistent with the findings of the PEIR, and the Project would not result in individual or cumulative shadow impacts beyond those analyzed in the PEIR, nor would it result it in substantially more severe impacts than identified in the PEIR.

On September 19, 2019 the Recreation and Park Commission conducted a duly noticed public hearing at regularly scheduled meetings and recommended, through Resolution No. 1909-016, that the Planning Commission find that the shadows cast by the Project would not be adverse to the use of Union Square Plaza or Willie "Woo Woo" Wong Playground.

V. Inclusionary Affordable Housing Program (Section 415). The Planning Code Section sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of ten or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on July 14, 2016; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Off-site Affordable Housing Alternative is to provide 33% of the proposed dwelling units as affordable with a minimum of 18% of the units affordable to low-income households, 8% of the units affordable to moderate-income households, and the remaining 7% of the units affordable to middle-income households as defined by the Planning Code and the Procedures Manual. Off-site units must be located within a one (1) mile radius of the principal project.

The Project is located within the Transbay C-3 Special Use District, which, only permits compliance with the inclusionary affordable housing requirements through the on-site alternative, pursuant to Section 249.28(b)(6)(B)(C). The Project is also located within the Transbay Redevelopment Plan Area, which, is under the jurisdiction of the Office of Community Investment and Infrastructure (OCII). One of the overarching goals of the Transbay Redevelopment Plan was the creation of affordable housing units, with a target goal of 35 percent of all dwelling units provided as affordable within the Plan Area

In an effort to meet the Plan Area goals and provide a higher inclusionary affordable housing rate than would otherwise be provided on-site at the Site, the Project would develop the required inclusionary housing units off-site, within the Transbay Plan Area.

Through a legislative amendment as only applied to the Project (Board File No. 191259), the Project would be relieved of strict compliance with Code Section 249.28(b)(6)(B)(C), allowing the Project the option to provide the inclusionary affordable housing units off-site, at another site within the Transbay Redevelopment Plan Area, potentially located in a future building on Transbay Block 4 on Howard Street between Beale and Main Streets, approximately three blocks east of the Site (and within one (1) mile radius of the principal project).

With benefit of the proposed legislative amendment as only applied to the Project (Board File No. 191259), the Project Sponsor has demonstrated that it is eligible for the Off-site Affordable Housing Alternative under Planning Code Section 415.5 and 415.7, and has submitted a 'affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing offsite instead of payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the Off-site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit to Establish Eligibility for Alternative to Affordable Housing Fee' to the Planning Department stating that any affordable units designated as off-site units shall be provided as rental units and will remain as rental units for the life of the project. The Project Sponsor submitted such Affidavit on December 9, 2019. The applicable percentage is dependent on the total number of units, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. Environmental Evaluation Application was submitted on July 14, 2016; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Off-site Affordable Housing Alternative is to provide 33% of the total proposed dwelling units as affordable with a minimum of 18% of the units affordable to low-income households, 8% of the units affordable to moderate-income households, and the remaining 7% of the units affordable to middle-income households as defined by the Planning Code and the Procedures Manual. 54 units (7 one-bedrooms, 30 twobedrooms, and 17 three-bedroom units), provided will be affordable units. The proposed ordinance (Board File No. 191259) stipulates that in the event that the Project is unable to comply with the off-site inclusionary affordable housing requirements, that the Project comply with the on-site inclusionary affordable housing requirements under Planning Code Section 249.28(b)(6).

W. **Public Art (Section 429).** The Planning Code Section requires a project to include works of art costing an amount equal to one percent of the construction cost of the building for construction of a new building or addition of floor area in excess of 25,000 sf to an existing building in a C-3 District.

The Project will comply with this Code requirement by dedicating one percent of the Project's construction cost to works of art. The public art concept and location will be subsequently presented to the Planning Commission at an informational presentation.

7. Exceptions Request Pursuant to Planning Code Section 309. The Planning Commission has considered the following exceptions to the Planning Code, makes the following findings, and grants each exception to the Project as further described below:

- A. Setbacks and Streetwall Articulation (Section 132.1(c)(1)). In order to establish an appropriate street wall in relation to the width of the street and to adjacent structures, and to avoid the perception of overwhelming mass that would be created by a number of tall buildings built close together with unrelieved vertical rise, Planning Code Section 132.1(c) specifies that new buildings taller than 150 feet within the C-3-0(SD) District must establish a streetwall height between 50 and 110 feet, through the use of a horizontal relief totaling at least 10 feet for a minimum of 40 percent of the linear frontage. Exceptions to this subsection (c)(1) may be allowed in accordance with the procedures of Section 309 if the Planning Commission affirmatively determines that all of the following criteria have been met:
 - the design of the proposed project successfully creates a clearly defined building base that establishes or maintains an appropriate streetwall at the height or height range described above,
 - ii. the base is not defined solely by recessing the base,
 - iii. the overall building mass tapers or steps away from the street above the streetwall reducing any sense of unrelieved vertical rise directly from the sidewalk edge, and
 - iv. the overall architectural expression of the proposed project is exceptional, unique, and consistent with the intent of the streetwall requirement.

The Project does not incorporate a literal setback meeting the strict requirements of the Code, however, the Commission may approve other designs that fulfill the intent of the streetwall base requirements. The Site is a through lot with frontages on both Howard and Natoma Streets. The height and context of the existing streetwall along Howard Street differs from that of the streetwall along Natoma Street. As such, the Project has established two separate and distinct streetwall bases to respond to the unique site conditions along its two street frontages.

Along the Howard frontage, the streetwall base is established at 81 feet, to align with the prevailing streetwall. The subject building establishes a lower pedestrian zone with a ten-foot projecting canopy at 12-feet above grade to create a human-scaled entryway for the building. The primary building wall is otherwise unrelieved in horizontal dimensions up through the established streetwall base. Then, beginning at the established streetwall base, the primary building wall is setback 5 feet for two floors (levels 6 and 7). Beginning at level 8, the primary building is then unrelieved in horizontal dimensions up through the top of the finished roof height (749'-10'). The two-story "notch" located at floors 6 and 7 serves to differentiate the building's base from the upper towers above, which, is accentuated by the strong horizontality of the building's base façade articulation, as compared to the strong verticality of the buildings upper tower façade articulation.

Along the Natoma frontage, the streetwall base is established at 64 feet, to align approximately with Saleforce Park, the rooftop park located atop the Salesforce Transit Center. Beginning at the ground floor, a one-story high building volume provides human scale and acts as a balanced counterpart to the undulating metal screens of the adjacent Salesforce Transit Center façade. A four-story setback begins at floor 2, averaging 25'-3" in depth across the length of the Natoma Street frontage, with the greatest

setback (50'-6") located along the western edge of the building. At level 5, there is an additional variable setback with the greatest setback (50') located along the eastern edge of the building, providing shelter for an outdoor terrace and pedestrian bridge that connects to the adjacent Salesforce Park.

In order to achieve a comparable amount of developable floor area, uninhibited by a constrained developable Site, the Project necessitates vertical development with limited setbacks. Therefore, the Project requests an exception from strict application of the streetwall base requirements of the Code due to significant physical constraints on the buildable area of the Site that make technical adherence to the setback requirements of Section 132.1(c) infeasible. The presence of a below-grade "Train Box" located within the northwest corner of the Site, coupled with a bus ramp easement along the western boundary of the Site limit the area of the Site that can be vertically developed since development is generally restricted to the southeastern portion of the Site (closest to Howard Street) and away from the northwestern portion of the Site (closest to Natoma Street).

With a combination of distinctive façade treatments and attention to the pedestrian activity around and through the building, the Project meets the intent of the setbacks and streetwall articulation requirement of the Code (Section 132.1(c)(1)). The façade to the west of the public passageway reinforces a pedestrian scale at the ground floor with building materials and textures that differentiate the public nature of the building lobby and amenity spaces from the guest rooms, offices and residences above. Therefore, the exception from the is warranted.

B. Tower Separation (Section 132.1(d)(1)). The Planning Code requires that the Project provide tower separation in order to preserve the openness of the street to the sky and to provide light and air between structures. This requirement applies to new structures located within the "S" and "S-2" Bulk Districts. Exceptions can be granted to the extent restrictions on adjacent properties make it unlikely that development will occur at a height or bulk which will, overall, impair access to light and air or the appearance of separation between buildings, thereby making full setbacks unnecessary. The minimum setback for such facades shall be partially or fully reduced as appropriate by the Planning Commission as an exception according to the procedures of Section 309 for any of the following conditions: for lots on Assessor's Blocks 3719, 3720, and 3721 which have property lines that directly abut the Transbay Transit Center or directly face it across Minna or Natoma Streets; or for development lots abutting preservation lots that have transferred all potential development rights according to the procedures of Section 128.

The Project partially conforms to the requirements for tower separation. Code Section 132.1(d)(1) requires a minimum of 15 horizontal feet measured from the interior property line or the center of a public right-of-way, as the case may be, beginning at a height which is 1.25 times the width of the principal street on which the building faces, and increasing in width as the building increases in height (leading to a 35 foot horizontal setback at a height of 550 feet above grade). Along the Howard Street frontage, the tower separation requirements begin at a height of approximately 110 feet, whereas the tower separation requirements begin at a height of approximately 44 feet along the Natoma Street

frontage. However, the average streetwall base (110 feet) is used as the base for the interior property line tower separation measurements.

For tower separation requirements as measured from the center of public right-of-ways, the Project partially conforms to the requirements along the Howard and Natoma Street frontages. However, the tower encroaches the 35-foot setback plane that begins above 300 feet in height along both street frontages. As measured from the Howard Street frontage, a small area of non-conformity begins on level 53 (or 645'-7' in height), while a slightly larger area of non-conformity begins on level 45 (or 560'in height), as measured from the Natoma Street frontage.

The Project is less compliant with tower separation requirements as measured form interior property lines. The 15-foot setback requirement from both interior property lines would commence at 110 feet above grade (the average streetwall base). While the Project completely conforms to this requirement along the western façade up through a height of 800 feet, a significant portion of the eastern façade encroaches into the required setback area beginning at level 24 (or 302'-11' in height), up through a height of 800 feet.

In total, the north, east, and south sections of the building are non-compliant with the Code provisions for tower separation as the Code requires tapering of the overall mass up through a height of 1,000 feet. A strict enforcement of the Code would result in a building that is even narrower than the proposed Project, leading to a reduced overall height, with a substantial reduction in the overall number of dwelling units being provided.

Planning Code Section 132.1(d)(2)(B)(i) allows for the minimum setback for facades to be partially or fully reduced as appropriate by the Planning Commission as an exception according to the procedures of Section 309 for lots on Assessor's Blocks 3719, 3720, and 3721 which have property lines that directly abut the Transbay Transit Center or directly face it across Minna or Natoma Streets. Given that the Site is located within Assessor's Block 3721 and also directly abuts the Transbay Transit Center, it is therefore eligible for partial or full relief from the Code as it pertains to Tower Separation.

Therefore, the Project seeks partial relief from the Code provisions for tower separation for the small areas of non-conformity along: 1) the Howard Street frontage (beginning on level 53); 2) the Natoma Street frontage (beginning on level 45); and 3) the eastern interior lot line frontage (beginning at level 24).

C. Rear Yard (Section 134(a)(1)). The Planning Code requires that the Project provide a rear yard equal to 25 percent of the lot depth at the first level containing a dwelling unit, and at every subsequent level. Exceptions to the rear yard requirements may be granted if the building location and configuration assure adequate light and air to the residential units and the open space provided.

With a total lot depth of 165' (as measured from Howard Street), the required rear yard for the subject lot is 41'-3". Due to significant constraints on the buildable area of the Site (i.e., the presence of a below-

grade "Train Box" located within the northwest corner of the Site and the bus ramp easement along the western boundary of the Site), the position, configuration, and building type of the proposed tower require development within the require rear yard. Therefore, strict compliance with the Rear Yard requirement is not feasible. In addition to the common and publicly accessible open space provided onsite, the Project includes a direct connection to the planned 5.4 acre rooftop park atop the Salesforce Transit Center, and is adjacent to the planned Under Ramp Park. As such, residents, employees, and guests of the Project will have extraordinary access to nearby open/green spaces. In addition, the location and configuration of the tower assure that residential units in the Project will have ample access to light and air.

D. Dwelling Unit Exposure (Section 140). The Planning Code requires that at least one room of each dwelling unit must face onto a public street, a rear yard, or other open area that meets minimum requirements for area and horizontal dimensions.

The Site is a through lot with frontages along both Howard Street to the south, and Natoma Street to the north, with Howard and Natoma Streets both meeting the minimum requirements established by Code. The dwelling units that face onto one of the abutting streets (Howard or Natoma Streets) would fully comply with Section 140. However, the dwelling units located on floors 33 through 61 that solely face onto the interior property lines do not comply with this requirement because the area of the side setbacks from the interior property lines do not meet the dimensional requirements of Section 140. Therefore, an exception from the exposure requirements of Planning Code Section 140 is sought for the 56 dwelling units that do not meet the dimensional requirements of Section 140. In total, 109 of the 165 dwelling units (or approximately 66%) conform to Section 140, leaving 56 dwelling units (or approximately 34%) that do not conform to Section 140.

E. Reduction of Ground-Level Wind Currents in C-3 Districts (Section 148). Within the C-3 zoning districts, new buildings are required to be shaped, or other wind-baffling measures adopted, so that the building will not cause ground-level wind currents to exceed the comfort level of 11 mph equivalent wind speed in areas of substantial pedestrian use or 7 m.p.h. equivalent wind speed in public seating areas, for more than 10 percent of the time year-round, between 7 am and 6 pm. If pre-existing wind speeds exceed the comfort level, or if the building would cause speeds to exceed the comfort level, the building should be designed to reduce wind speeds to the comfort level.

Exceptions can be granted pursuant to Section 309 allowing the building to add to the amount of time the comfort level is exceeded if (1) the building cannot be shaped and other wind-baffling features cannot be adopted without creating an unattractive and ungainly building form, and without unduly restricting the development potential of the site; and (2) the addition is insubstantial, either due to the limited amount of exceedances, the limited location where the exceedances take place, or the short time when the exceedances occur. No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

A qualified wind consultant (Cermak Peterka Peterson, "CPP") analyzed ground-level wind currents in the vicinity of the Site, and performed a wind tunnel analysis of three scenarios: existing, existing plus Project, and Project plus cumulative. The wind study measured wind speeds for the existing, existing plus project, and cumulative scenario. As with the PEIR wind study, the cumulative scenario included a model for the Transit Tower (now known as the Salesforce Tower or Transbay Tower) and massing models of other potential future development in the vicinity of the Transit Tower Site. Wind speed measurements were taken at 38 locations for the project and cumulative scenarios. The addition of 7 pedestrian comfort criterion exceedances requires an exception under the (Section 309) Downtown Project Authorization process.

Hazard Criterion

The Wind Assessment found that, under the existing scenario, two locations exceeded the 26-mile-per hour wind hazard criterion for 1 hour per year: one on the rooftop at the south end of the Transit Center (location 31) at a total of 1.1 hours per year and one on the rooftop of the Transit Center, north of the Site (location 38) at a total of 3.9 hours per year. The Wind Assessment found that, under the existing plus project scenario, the same two locations would exceed the 26-mile-per-hour wind hazard criterion. As such, the Project would not result in any net new exceedances as compared to the existing conditions.

Pedestrian/Seating Comfort Criterion

The Wind Assessment found that existing wind conditions near the Site average 11 mph for the 38 test locations tested. Under the existing scenario, wind speeds at 16 of the 38 locations exceed the planning code's 11 mph pedestrian-comfort criterion an average of 12 percent of the year. These areas are along Natoma Street at New Montgomery Street, along Second Street at Natoma and Howard streets, along Howard Street east of the project site, along First Street at Tehama Street, at Minna Street west of the Site, atop the Salesforce Park, and at localized areas to the north and east of the project site. Under the existing plus project scenario, the average comfort wind speed would increase by 0.9 mph at all locations. This increase in comfort criteria exceedances are generally in the same locations as under the existing scenario, but would result in 7 additional comfort criterion exceedances for a total of 23 of the 38 locations. These additional exceedances would be along Natoma Street toward the northeast end of the Transit Center, on the eastern side of the project site, and along Howard Street to the east of the project site.

Conclusion

The number of test points along Howard Street and First Street were greater in the Wind Assessment than the number of locations addressed in the TCDP PEIR wind study. Therefore, the project-specific wind assessment provides a more fine-grained analysis of the Project's potential wind impacts and would be less than significant under CEQA. Development of the Site would not present a new significant impact not previously identified in the PEIR, nor a substantially more severe impact than identified in the PEIR.

It is unlikely the Project could be designed in a manner that would affect wind conditions substantially enough to eliminate all existing exceedances, particularly considering the number of high-rise buildings existing and under construction in immediate proximity to the Site. The majority of the locations where wind speeds would exceed the comfort criterion are not immediately adjacent to the Site, making it infeasible

to incorporate wind baffles or other design features to reduce wind at these locations, without creating an unattractive building or unduly restricting the development potential of the Project.

Overall, no net new hazard exceedances would occur under the cumulative scenario compared to the existing and existing plus project scenarios. As a result, under the cumulative scenario, the proposed project is not anticipated to cause adverse wind impacts or result in new hazardous wind conditions in or around the Site.

F. Off-street freight loading (Sections 152.1 and 161). The Planning Code requires certain amounts of off-street freight loading space based on the type and size of uses in a project. For office, 0.1 spaces are required for every 10,000 gsf, rounded to the nearest whole number. For hotels and residential units, 2 off-street spaces are required between 200,001 and 500,000 gsf of each use, and hotel and residential uses exceeding 500,000 gsf are required 3 spaces, plus one space for each additional 400,000 gsf. No building in the C-3-O (SD) District can be required to provide more than six off-street freight loading or service vehicle spaces in total. Pursuant to Section 153(a)(6), two service vehicle spaces can be substituted for one required freight loading space if at least 50% of the required number of freight loading spaces are provided. Planning Code Section 154 sets forth standards as to location and arrangement of off-street freight loading and service vehicle spaces. Off-street loading spaces are required to have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet, except that the first freight loading space required for any structure or use shall have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance, including entry and exit, of 12 feet.

In recognition of the fact that site constraints may make provision of required freight loading and service vehicle spaces impractical or undesirable, a reduction in or waiver of the provision of freight loading and service vehicle spaces for uses may be permitted, by the Zoning Administrator in all districts, or in accordance with the provisions of Section 309 of this Code in C-3 Districts. In considering any such reduction or waiver, the following criteria shall be considered:

- Provision of freight loading and service vehicle spaces cannot be accomplished underground because site constraints will not permit ramps, elevators, turntables and maneuvering areas with reasonable safety;
- ii. Provision of the required number of freight loading and service vehicle spaces on-site would result in the use of an unreasonable percentage of ground-floor area, and thereby preclude more desirable use of the ground floor for retail, pedestrian circulation or open space uses;
- iii. A jointly used underground facility with access to a number of separate buildings and meeting the collective needs for freight loading and service vehicles for all uses in the buildings involved, cannot be provided; and
- iv. Spaces for delivery functions can be provided at the adjacent curb without adverse effect on pedestrian circulation, transit operations or general traffic circulation, and

off-street space permanently reserved for service vehicles is provided either on-site or in the immediate vicinity of the building.

The Project proposes to provide four (4) off-street loading spaces, rather than the six (6) spaces otherwise required by Code. The constrained area of the Site makes underground provision of loading spaces infeasible. Providing the full amount of required spaces is operationally unnecessary and would result in the use of an unreasonable percentage of the ground floor area within the Site, thereby precluding more desirable active pedestrian-oriented uses.

- G. Use requirements in the C-3-O(SD) Commercial Special Use Subdistrict (Section 248). The Transit Center C-3-O(SD) Special Use District requires all new development on lots larger than 15,000 square feet in the Special Use District shall include not less than 2 gross square feet of principally or conditionally permitted commercial uses for every 1 gross square foot of dwellings or other housing uses. Exceptions to the controls in Section 248(c) may be granted by the Planning Commission according to the procedures in Section 309 only if the Commission makes one of the following affirmative findings listed in Section 248(d):
 - i. That the development consists of multiple buildings on a single lot or adjacent lots that are entitled as a single development project pursuant to Section 309, and that commercial uses account for greater than 50 percent of the project's aggregate total gross floor area for all buildings and where the project sponsor demonstrates that it is infeasible or impractical to construct commercial uses on the footprint of the portion of the site dedicated to dwellings and/or other housing uses due to the size and configuration of that portion of the lot; or
 - ii. That the footprint of the portion of the site dedicated to dwellings and/or other housing uses is less than 15,000 square feet and the lot contains existing buildings which are to be retained.

The Project contains a total of approximately 945,000 gross square feet of three distinct uses: residential, office, and hotel. With approximately 435,000 gross square feet devoted to residential use and approximately 515,000 gross square feet devoted to non-residential uses (or "commercial uses" for purposes of applicability to Section 248), the Project does not meet the required 2:1 ratio of commercial uses to residential or housing uses. Therefore, the Project seeks an exception from the minimum requirements for commercial uses in the Transit Center C-3-O(SD) Commercial Special Use District, pursuant to Section 248(d).

The Project, while containing more than 50 percent of the Project's aggregate total gross floor area devoted to commercial uses, is developed a single building and not within multiple buildings on a single lot or adjacent lots. Further, the footprint of the portion of the building devoted to residential uses is 15,305 sf, thereby exceeding the 15,000 sf limit. Therefore, the Project is therefore not eligible for a 309 exception from Section 248(c).

Through a legislative amendment as only applied to the Project (Board File No. 191259), the square footage threshold for the footprint of the portion of the building devoted to residential uses would be 15,500 sf, thereby allowing the Project to utilize the 309 exception, pursuant to Section 248(d)(2).

- H. Height limits for buildings taller than 550 feet in height in the S-2 bulk district for allowance of non-occupied architectural, screening, and rooftop elements (Section 260(b)(1)(M). In any S-2 Bulk District for any building which exceeds 550 feet in height, unoccupied building features including mechanical and elevator penthouses, enclosed and unenclosed rooftop screening, and unenclosed architectural features not containing occupied space that extend above the height limit, only as permitted by the Planning Commission according to the procedures of Section 309 and meeting all of the following criteria:
 - i. such elements are demonstrated to not add more than insignificant amounts of additional shadow compared to the same building without such additional elements on any public open spaces as deemed acceptable by the Planning Commission; and
 - ii. such elements are limited to a maximum additional height equivalent to 7.5 percent of the height of the building to the roof of the highest occupied floor, except that in the case of a building in the 1,000-foot height district such elements are not limited in height, and any building regardless of building height or height district may feature a single spire or flagpole with a diagonal in cross-section of less than 18 feet and up to 50 feet in height in addition to elements allowed according to this subsection (M); and
 - iii. such elements are designed as integral components of the building design, enhance both the overall silhouette of the building and the City skyline as viewed from distant public vantage points by producing an elegant and unique building top, and achieve overall design excellence.

The Project would reach a maximum finished roof height of 749'-10". The Project's design incorporates an additional building height of 50 feet for unoccupied building features including mechanical and elevator penthouses, enclosed and unenclosed rooftop screening, and unenclosed architectural features not containing occupied space above the height limit of 750 feet. This additional height is less than the 7.5 percent, or 56'-3", of additional height that otherwise may be granted for non-occupied architectural, screening, and rooftop elements, pursuant to Code Section 260(b)(1)(M). The extended height is incorporated into the overall building design and allows for improved architectural treatment of the crown of the building. The result is an elegant and unique building crown that enhances the building silhouette and City skyline.

I. Bulk Controls (Sections 270, 272). Section 270 establishes bulk controls by district. For buildings located within the "S" Bulk District, the following bulk controls apply to the lower tower: a maximum length of 160 feet, a maximum diagonal dimension of 190 feet, and a maximum floor size of 20,000 sq. ft. The upper tower bulk controls are as follows: a maximum

length of 130 feet, a maximum diagonal dimension of 160 feet, a maximum floor size of 17,000 sq. ft., and a maximum average floor size of 12,000 sq. ft. The lower tower controls apply above the base height (1.25 times the widest abutting street or 50 feet whichever is greater). The upper tower controls apply above a point that varies with the height of the building, as defined in Chart B of Code Section 270. A volume reduction requirement also applies to the upper tower where the floor size of the lower tower exceeds 5,000 sq. ft. For buildings taller than 650 feet in the "S-2" Bulk District, the following bulk controls apply: there are no bulk controls for the lower tower except as required by Section 132.1. The lower tower for such buildings shall be defined as the bottom two-thirds of the building from sidewalk grade to roof of the uppermost occupied floor. The average floor size of the upper tower shall not exceed 75 percent of the average floor size of the lower tower, and the average diagonal dimension shall not exceed 87 percent of the average diagonal dimension of the lower tower. In determining the average floor size and average diagonal of the upper tower, unoccupied architectural elements permitted according to Section 260(b)(1)(M), except for levels consisting of singular spires with a diagonal in cross-section of less than 18 feet, may be included in the calculations if the Planning Commission determines, according to the procedures of Section 309, that:

- i. such unoccupied architectural elements produce a distinct visual tapering of the building as intended by the controls of Section 260(d)(3)(B); and
- ii. create an elegant profile for the upper tower from key public vantage points throughout the City and beyond. In calculating the floor size and diagonal of such architectural elements, a cross section floor proscribed by the most distant outside points of all elements shall be assumed at 12.5-foot intervals.

The bulk limits prescribed by Section 270 have been carefully considered in relation to objectives and policies for conservation and change in C-3 Districts. However, there may be some exceptional cases in which these limits may properly be permitted to be exceeded to a certain degree, provided, however, that there are adequate compensating factors. Exceptions to the bulk limits may be approved in the manner provided in Section 309, provided that at least one of the criteria listed within Section 272 is met.

The Project proposes an exception from Section 270(d)(4)(B), which requires that average floorplates of the upper tower may not exceed 75% of the average floorplates of the lower tower and the average diagonal dimension of the upper tower may not exceed 87% of the average diagonal dimension of the lower tower.

In order to provide feasible area for residential development, the Project's upper tower floorplates are reduced only to 82% of the lower tower floorplates, and the diagonal dimension of the upper tower is reduced only to 95% of the lower tower diagonal dimension. The limited bulk reduction is attributable to significant constraints on the buildable area of the Site. Due to the presence of a below-grade "Train Box" located within the northwest corner of the Site and the bus ramp easement along the western

boundary of the Site) the lower tower floorplates and diagonal dimension are significantly smaller than that would otherwise be permitted.

The proposed upper tower bulk reductions are such that there is a clear delineation between the lower and upper tower, with reduced bulk of the upper tower contributing to an overall slender appearance of the overall building. Along the south and north façades, the slenderness of the tower is accentuated by vertical piers. The west and east facades feature a horizontal expression while a series of setbacks and transparency gradients express the different components of the building's form. The curved corners of the tower offer a streamlined and transparent expression that softens the overall massing. As the tower reaches its top, the vertical piers progressively transform themselves into an elegant latticework. In addition, the redefinition of the glass surfaces between piers into concave glass surfaces, and a series of subtle setbacks create an elegant and iconic crown. This crown will be softly lit at night, making it visible from afar, creating an elegant profile within the San Francisco skyline.

The Project provides major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass as well as significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements (Sections 272(a)(4)(A) and (B). Therefore, the Project is eligible for exceptions from the minor exceedances of bulk controls as permitted under Section 309(a)(13). Overall, the Project achieves a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits, avoiding an unnecessary prescription of building form while carrying out the intent of the bulk limits and the principles and policies of the Master Plan.

8. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the Transit Center District Plan ("TCDP") (a sub-area of the Downtown Area Plan), the Downtown Area Plan, and the General Plan as follows:

GENERAL PLAN: HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.8

Promote mixed use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.

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 4

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1

Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.5

Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

OBJECTIVE 5

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS.

Policy 5.4

Provide a range of unit types for all segments of need, and work to move residents between unit types as their needs change.

OBJECTIVE 11

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

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4

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

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

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.

Policy 12.2

Consider the proximity of quality of life elements, such as open space, child care, and neighborhood services, when developing new housing units.

Policy 12.3

Ensure new housing is sustainably supported by the City's public infrastructure systems.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1

Support "smart" regional growth that located new housing close to jobs and transit.

Policy 13.3

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

GENERAL PLAN: URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.7

Recognize the natural boundaries of districts, and promote connections between districts.

OBJECTIVE 3

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

Policy 3.1

Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.2

Promote harmony in the visual relationships and transitions between new and older buildings.

GENERAL PLAN: COMMERCE AND INDUSTRY

OBJECTIVE 1

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

Policy 1.2

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

OBJECTIVE 8

ENHANCE SAN FRANCISCO'S POSITION AS A NATIONAL CENTER FOR CONVENTIONS AND VISITOR TRADE.

Policy 8.1

Guide the location of additional tourist related activities to minimize their adverse impacts on existing residential, commercial, and industrial activities.

GENERAL PLAN: TRANSPORTATION

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT, AND NEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.2

Ensure the safety and comfort of pedestrians throughout the city.

Policy 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs particularly those of commuters.

Policy 1.6

Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

OBJECTIVE 2

USE THE EXISTING TRANSPORTATION INFRASTRUCTURE AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development and coordinate new facilities with public and private development.

DOWNTOWN AREA PLAN

OBJECTIVE 1

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1

Encourage development which produces substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences which cannot be mitigated.

OBJECTIVE 2

MAINTAIN AND IMPROVE SAN FRANCISCO'S POSITION AS A PRIME LOCATION FOR FINANCIAL, ADMINISTRATIVE, CORPORATE, AND PROFESSIONAL ACTIVITY.

Policy 2.1

Encourage prime downtown office activities to grow as long as undesirable consequences of growth can be controlled.

Policy 2.2

Guide location of office development to maintain a compact downtown core and minimize displacement of other uses.

OBJECTIVE 4

ENHANCE SAN FRANCISCO'S ROLE AS A TOURIST AND VISITOR CENTER

Policy 4.1

Guide the location of new hotels to minimize their adverse impacts on circulation, existing uses, and scale of development.

OBJECTIVE 7

EXPAND THE SUPPLY OF HOUSING IN AND ADJACENT TO DOWNTOWN.

Policy 7.1

Promote the inclusion of housing in downtown commercial developments.

Policy 7.2

Facilitate conversion of underused industrial and commercial areas to residential use.

OBJECTIVE 10

ASSURE THAT OPEN SPACES ARE ACCESSIBLE AND USABLE.

Policy 10.2

Encourage the creation of new open spaces that become a part of an interconnected pedestrian network.

OBJECTIVE 13

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

TRANSIT CENTER DISTRICT PLAN: LAND USE

Policy 1.2

Revise height and bulk districts in the Plan Area consistent with other Plan objectives and considerations.

Policy 1.4

Prevent long-term under-building in the area by requiring minimum building intensities for new development on major sites.

TRANSIT CENTER DISTRICT PLAN: URBAN FORM

OBJECTIVE 2.3

FORM THE DOWNTOWN SKYLINE TO EMPHASIZE THE TRANSIT CENTER AS THE CENTER OF DOWNTOWN, REINFORCING THE PRIMACY OF PUBLIC TRANSIT IN ORGANIZING THE CITY'S DEVELOPMENT PATTERN, AND RECOGNIZING THE LOCATION'S IMPORTANCE IN LOCAL AND REGIONAL ACCESSIBILITY, ACTIVITY, AND DENSITY.

Policy 2.3

Create a balanced skyline by permitting a limited number of tall buildings to rise above the dense cluster that forms the downtown core, stepping down from the Transit Tower in significant height increments.

TRANSIT CENTER DISTRICT PLAN: PUBLIC REALM

OBJECTIVE 3.8

ENSURE THAT NEW DEVELOPMENT ENHANCES THE PEDESTRIAN NETWORK AND REDUCES THE SCALE OF LONG BLOCKS BY MAINTAINING AND IMPROVING PUBLIC ACCESS ALONG EXISTING ALLEYS AND CREATING NEW THROUGH-BLOCK PEDESTRIAN CONNECTIONS WHERE NONE EXIST.

Policy 3.11

Prohibit the elimination of existing alleys within the District. Consider the benefits of shifting or reconfiguring alley alignments if the proposal provides an equivalent or greater degree of public circulation.

Policy 3.12

Design new and improved through-block pedestrian passages to make them attractive and functional parts of the public pedestrian network.

OBJECTIVE 4.1:

THE DISTRICT'S TRANSPORTATION SYSTEM WILL PRIORITIZE AND INCENTIVIZE THE USE OF TRANSIT. PUBLIC TRANSPORTATION WILL BE THE MAIN, NON-PEDESTRIAN MODE FOR MOVING INTO AND BETWEEN DESTINATIONS IN THE TRANSIT CENTER DISTRICT.

Policy 4.5:

Support funding and construction of the Transbay Transit Center project to further goals of the District Plan, including completion of the Downtown Extension for Caltrain and High Speed Rail.

The Project is located within an existing high-density downtown area which was re-zoned as part of an area plan to design development around the Transbay Transit Center. The Transbay Transit Center is designed to be the Bay Area's hub of intermodal public transportation, with corresponding infrastructure improvements in this area of downtown. The overarching premise of the Transit Center District Plan ("TCDP") is to continue the concentration of additional growth where it is most responsible and productive to do so—in proximity to San Francisco's greatest concentration of public transit service. The increase in development, in turn, will provide additional revenue for the Transit Center project and for the necessary improvements and infrastructure in the District. Meanwhile, the well-established Downtown Plan envisions a series of high-density residential areas ringing the area, enabling people to live within walking distance of the central business district. The integration of housing reduces the burden on the transit systems, and helps to enliven the central district. This Project implements the vision of both Plans through the construction of 165 dwelling units, 189 hotel rooms, and approximately 275,00 gross square feet of office use located within walking distance of the Transbay Transit Center, as well as the Downtown Core.

One of the specific goals of the Transit Center Plan is to leverage increased development intensity to generate revenue that will enable the construction of new transportation facilities, including support for the Transbay Transit Center, including the Downtown Rail Extension. These revenues will also be directed toward improvements to sidewalks and other important pedestrian infrastructure to create a public realm that is conducive to, and supportive of pedestrian travel. With approximately 435,000 gross square feet of residential uses, approximately 275,000 gross square feet of office use, and approximately 240,000 gross square feet of hotel use, including approximately 9,800 gross square feet of retail uses, the Project will contribute substantial financial resources toward these improvements, and will also serve to leverage these investments by focusing intense employment growth within the core of planned transportation services.

The Project would add a significant amount of housing to a site that is currently undeveloped, well-served by existing and future transit, and is within walking distance of substantial goods and services. Future residents can walk, bike, or access BART, MUNI, or regional bus service from the Site, including all future modes of public transportation proposed to terminate at the Salesforce Transit Center, located immediately adjacent to the Site.

- 9. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:
 - A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project would have a positive effect on existing neighborhood-serving retail uses because it would bring additional residents to the neighborhood, thus increasing the customer base of existing neighborhood-serving retail. The Project will provide significant employment opportunities with the addition of a full-service hotel and various retail uses at the ground level and at level 5, where the Project

connects to Salesforce Park, atop the Salesforce Transit Center. Moreover, the Project would not displace any existing neighborhood-serving retail uses.

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

The Project would not negatively affect the existing housing and neighborhood character. The Project site is currently vacant and does not, therefore, contain any existing housing. The Project's unique mixed-use program provides outstanding amenities to visitors and residents, and contributes significantly to the 24-hour neighborhood character envisioned by the Transit Center District Plan.

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

The Project would not displace any housing given the Site is currently undeveloped. The Project would improve the existing character of the neighborhood by developing a high-density, mixed-use building containing 165 dwelling units, including the provision of off-site inclusionary affordable units at a rate of no less than 33 percent within one-mile of the Site.

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

The Project would not impede MUNI transit service or overburden local streets or parking. The Project is located in the most transit-rich environs in the city and would therefore promote rather than impede the use of MUNI transit service. Future residents and employees of the Project could access both the existing MUNI rail and bus services. The Project also provides a minimum amount of off-street parking for future residents so that neighborhood parking will not be overburdened by the addition of new residents.

E. 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 mixed-use Project would not negatively affect the industrial and service sectors, nor would it displace any existing industrial uses. The Project would also be consistent with the character of existing development in the neighborhood, which is characterized by neighborhood serving retail and residential high-rise buildings.

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

The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

G. That landmarks and historic buildings be preserved.

Currently, the Project Site does not contain any City Landmarks or historic buildings.

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

A Shadow Study indicated the Project may cast a shadow on both Union Square Plaza and Willie "Woo Woo" Wong Park, properties under the jurisdiction of the San Francisco Recreation and Park Department. However, based upon the amount and duration of new shadow and the importance of sunlight to each of the open spaces analyzed, the Project would not substantially affect, in an adverse manner, the use or enjoyment of these open spaces beyond what was analyzed and disclosed in the TCDP FEIR. The Project's new shadow on Union Square Plaza and Willie "Woo Woo" Wong Playground would contribute considerably to the significant and unavoidable impact identified in the TCDP FEIR with respect to the need to increase the Absolute Cumulative Limit of downtown parks. Shadow from the proposed Project on public plazas, and other publicly-accessible spaces other than those protected under Section 295 would be generally be limited to certain days of the year and would be limited in duration on those days.

10. First Source Hiring. The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Administrative Code Section 83.11), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

The Project Sponsor submitted a First Source Hiring Affidavit and prior to issuance of a building permit will execute a First Source Hiring Memorandum of Understanding and a First Source Hiring Agreement with the City's First Source Hiring Administration.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

12. The Commission hereby finds that approval of the Downtown Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Downtown Project Authorization Application No. 2016-013312DNX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 20, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as "EXHIBIT C" and incorporated herein as part of this Motion by this reference thereto. All required improvement and mitigation measures identified in the Transit Center District Plan EIR and contained in the MMRP are included as Conditions of Approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329/309 Large/Downtown Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. Any appeal shall be made to the Board of Appeals, unless an associated entitlement is appealed to the Board of Supervisors, in which case the appeal of this Motion shall also be made to the Board of Supervisors (see Charter Section 4.135). For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103, or the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on January 9, 2020.

Jonas P. Jonin

Commission Secretary

AYES:

Diamond, Fung, Johnson, Koppel, Melgar, Moore

NAYS:

None

ABSENT:

Richards

ADOPTED:

January 9, 2020

EXHIBIT A

AUTHORIZATION

This authorization is for a **Downtown Project Authorization and Request for Exceptions** relating to a Project that would allow for the construction of an approximately 750-foot tall (800 feet inclusive of rooftop mechanical features) 61-story, mixed-use tower with a total of approximately 957,000 gross square feet, including 165 dwelling units, 189 hotel rooms, 275,674 square feet of office use located at 542-550 Howard Street (Transbay Parcel F), within Assessor's Block 3721, Lots 016, 135, 136, and 138, pursuant to Planning Code Sections 309, 132.1, 134, 140, 148, 152.1, 161, 248, 260, 270 and 272 within the C-3-O(SD) Downtown-Office (Special Development) Zoning District and 750-S-2 and 450-S Height and Bulk Districts, in general conformance with plans, dated **December 20, 2019**, and stamped "EXHIBIT B" included in the docket for Record No. **2016-013312DNX** and subject to conditions of approval reviewed and approved by the Commission on **January 9, 2020** under Motion No. **20616**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on January 9, 2020 under Motion No. 20616.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **20616** shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

- 1. Validity. The authorization and right vested by virtue of this action is valid for three (3) years from the date that the Planning Code text amendment(s) and/or Zoning Map amendment(s) become effective. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 2. Expiration and Renewal. Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- 3. Diligent Pursuit. Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since the date that the Planning Code text amendment(s) and/or Zoning Map amendment(s) became effective.
 - For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 4. Extension. All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
 - For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- Conformity with Current Law. No application for Building Permit, Site Permit, or other
 entitlement shall be approved unless it complies with all applicable provisions of City Codes in
 effect at the time of such approval.
 - For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. Additional Project Authorization. The Project Sponsor must also obtain Conditional Use Authorization Office to establish a hotel use, pursuant to Section 303; an office allocation, pursuant to Section 321; adoption of shadow findings, pursuant to Section 295; Planning Code Text and Map Amendments to amend San Francisco Zoning Maps ZN-01 and HT-01 for height and bulk classification and zoning designation, and uncodified legislative amendments for the residential footprint requirement per Section 248(d)(2), and authorization of off-site inclusionary affordable dwelling units per Section 249.28(b)(6)(B)(C); General Plan Amendment to amend Maps 1 and 5 of the Downtown Plan and Figure 1 of the Transit Center District Plan; and Variances for Parking and Loading Entrance Width per Section 145, Active Street Frontages per Section 145.1, and Vehicular Ingress and Egress on Natoma Street per Section 155; and location of Bicycle Parking per Section 155, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- 7. Mitigation Measures. Mitigation and Improvement measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 8. Transferable Development Rights. Pursuant to Section 128, the Project Sponsor shall purchase the required number of units of Transferrable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of a site permit for all development which exceeds the base FAR of 6.0 to 1, up to an FAR of 9.0 to 1. The net addition of gross floor area subject to this requirement shall be determined based on drawings submitted with the Building Permit Application.

 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

ENTERTAINMENT COMMISSION - NOISE ATTENUATION CONDITIONS

- 9. Chapter 116 Residential Projects. The Project Sponsor shall comply with the "Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects," which were recommended by the Entertainment Commission on August 25, 2015. These conditions state:
 - A. Community Outreach. Project Sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.
 - B. Sound Study. Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of

Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.

C. Design Considerations.

- i. During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.
- ii. In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.
- D. **Construction Impacts.** Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.
- E. Communication. Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

DESIGN - COMPLIANCE AT PLAN STAGE

- 10. Final Materials. The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
 For information, about compliance contact the Case Planner Planning Department at 415-558-6378.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 11. Garbage, Composting and Recycling Storage. Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

- 12. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 13. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 14. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 15. **Open Space Provision C-3 Districts.** Pursuant to Planning Code Section 138, the Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the public open space so that the open space generally meets the standards of the Downtown Open Space Guidelines in the Downtown Plan of the General Plan.

 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 16. Food Service in Open Spaces C-3 Districts. Pursuant to Planning Code Section 138, the Project Sponsor shall make food service available during the hours that the open space is accessible to the public. In the event that the Project Sponsor is unable to lease a retail space to a food service, food service shall be provided by a kiosk, or a cart or similar portable device at the rooftop open space. [Planner should insert project specific language]

 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 17. **Open Space Plaques C-3 Districts.** Pursuant to Planning Code Section 138, the Project Sponsor shall install the required public open space plaques at each building entrance including the standard City logo identifying it; the hours open to the public and contact information for building management. The plaques shall be plainly visible from the public sidewalks on **Natoma** Street and shall indicate that the open space is accessible to the public via the elevators in the lobby. Design

of the plaques shall utilize the standard templates provided by the Planning Department, as available, and shall be approved by the Department staff prior to installation.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

18. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

19. Transformer Vault Location. The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department in consultation with Public Works shall require the following location(s) for transformer vault(s) for this project: within sidewalk along the Howard Street frontage. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org

20. Overhead Wiring. The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

For information about compliance, contact San Francisco Municipal Railway (Muni), San Francisco Municipal Transit Agency (SFMTA), at 415-701-4500, www.sfmta.org

- 21. **Noise**. Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 22. Odor Control Unit. In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans. Odor control ducting shall not be applied to the primary façade of the building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

23. Salesforce Park/Salesforce Transit Center Connections. The Project Sponsor must provide to the Planning Department a letter from the Executive Director of the TJPA indicating Final approval of the design and operation of both the bridge and the inclined elevator connecting the Project to City Park. Such letter shall be provided prior to approval by the Planning Department of the first site permit.

For information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org.

PARKING AND TRAFFIC

24. Transportation Demand Management (TDM) Program. Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

For information about compliance, contact the TDM Performance Manager at <u>tdm@sfgov.org</u> or 415-558-6377, <u>www.sf-planning.org</u>.

25. Parking for Affordable Units. All off-street parking spaces shall be made available to Project residents only as a separate "add-on" option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner's rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- 26. Car Share. Pursuant to Planning Code Section 166, no fewer than three (3) car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
 - For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 27. **Bicycle Parking** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than **216** bicycle parking spaces (**117** Class 1 and 8 Class 2 spaces for the residential portion of the Project, and **61** Class 1 and **26** Class 2 spaces for the commercial portion of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 28. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than 4 showers and 24 clothes lockers.

 For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
- 29. Parking Maximum. Pursuant to Planning Code Section 151 or 151.1, the Project shall provide no more than 183 off-street parking spaces.
 For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 30. Off-Street Loading. Pursuant to Planning Code Section 152, the Project will provide 4 off-street loading spaces.
 For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 31. Managing Traffic During Construction. The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

 For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

- 32. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 33. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

 For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org
- 34. Transportation Brokerage Services C-3, EN, and SOMA. Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 35. Employment Brokerage Services C-3 District. Pursuant to Planning Code Section 164, the Project Sponsor shall provide employment brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's local employment program, subject to the approval of the Planning Director.

 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 36. Child Care Brokerage Services C-3 District. Pursuant to Planning Code Section 165, the Project Sponsor shall provide on-site child-care brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's child-care program, subject to the approval of the Planning Director.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 37. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

- 38. **Downtown Park Fee C-3 District.** The Project is subject to the Downtown Park Fee, as applicable, pursuant to Planning Code Section 412.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 39. **Jobs-Housing Linkage**. The Project is subject to the Jobs Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 40. Child-Care Requirements for Office and Hotel Development. In lieu of providing an on-site child-care facility, the Project has elected to meet this requirement by providing an in-lieu fee, as applicable, pursuant to Planning Code Section 414.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 41. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 42. **Inclusionary Affordable Housing Program.** The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document.
 - A. Number of Required Units. Pursuant to Planning Code Section 415.7, the Project is currently required to provide 33% of the proposed dwelling units as affordable to qualifying households. The Project contains 165 units; therefore, 54 affordable units are currently required. The Project Sponsor will fulfill this requirement by providing a minimum 54 affordable units off-site within the Transbay Redevelopment Project Area as stipulated in Planning Code Text and Map Amendment Ordinance (Board File No. 191259). If the number of market-rate units changes, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.
 - B. Unit Mix. The Project contains, 21 one-bedroom, 92 two-bedroom, and 52 three-bedroom units; therefore, the required affordable unit mix is 7 one-bedroom, 30 two-bedroom, and 17 three-bedroom units, or the unit mix that may be required if the inclusionary housing requirements

change as discussed above. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consolation with MOH.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

C. Mixed Income Levels for Affordable Units. Pursuant to Planning Code Section 415.3, the Project is required to provide 33% of the proposed dwelling units as affordable to qualifying households. At least 18% must be affordable to low-income households, at least 8% must be affordable to moderate income households, and at least 7% must be affordable to middle income households. Rental Units for low-income households shall have an affordable rent set at 55% of Area Median Income or less, with households earning up to 65% of Area Median Income eligible to apply for low-income units. Rental Units for moderate-income households shall have an affordable rent set at 80% of Area Median Income or less, with households earning from 65% to 90% of Area Median Income eligible to apply for moderate-income units. Rental Units for middle-income households shall have an affordable rent set at 110% of Area Median Income or less, with households earning from 90% to 130% of Area Median Income eligible to apply for middle-income units. For any affordable units with rental rates set at 110% of Area Median Income, the units shall have a minimum occupancy of two persons. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- D. Expiration of the Inclusionary Rate. Pursuant to Planning Code Section 415.6(a)(10), if the Project has not obtained a site or building permit within 30 months of Planning Commission Approval of this Motion No. 20616, then it is subject to the Inclusionary Affordable Housing Requirements in effect at the time of site or building permit issuance.

 For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.
- E. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than thirty three percent (33%), or the applicable percentage as discussed above, of each phase's total number of dwelling units as off-site BMR units. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
- F. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Sections 415.7 must remain affordable to qualifying households for the life of the project.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- i. <u>Total Square Footage Requirement.</u> The total square footage of the off-site affordable units constructed shall be no less than the calculation of the total square footage of the on-site market-rate units in the principal project multiplied by the relevant on-site percentage requirement.
- ii. <u>Interior Features.</u> The interior features in affordable units should generally be the same as those of the market rate units in the principal project but need not be the same make, model, or type of such item as long as they are of new and good quality and are consistent with then-current standards for new housing and so long as they are consistent with the "Quality Standards for Off-Site Affordable Housing Units" found in the Procedures Manual.
- G. Other Conditions. The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at MOH at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:

http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

i. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the principal project market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the principal project market rate units, (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-

current standards for new housing. Other specific standards for off-site units are outlined under "Quality Standards for Off-site BMR Units" as outlined in the Procedures Manual.

- ii. If the off-site units in the building are offered for rent, the affordable unit(s) shall be rented to low income households, as defined in the Planning Code and the Procedures Manual. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- iii. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing of any unit in the building.
- iv. Required parking spaces shall be made available to initial renters of affordable units according to the Procedures Manual.
- v. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to the MOHCD or its successor.
- vi. The Project Sponsor has demonstrated that it is eligible for the Off-site Affordable Housing Alternative under Planning Code Section 415.5 and 415.7 instead of payment of the Affordable Housing Fee, and has submitted an Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415, to the Planning Department stating that any affordable units designated as off-site units shall be rental units and will remain as rental units for the life of the Project.
- vii. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies by law.

- viii. If the Project is unable to comply with the Inclusionary Affordable Housing Requirement through the Off-site Affordable Housing Alternative, the Project Sponsor or its successor shall comply with the On-site Affordable Housing Alternative, as required under Planning Code Section 249.28(b)(6) prior to issuance of the first construction permit and penalties.
- 43. **Transit Center District Open Space Fee.** Pursuant to Section 424.6, the Project Sponsor shall pay a fee of to be deposited in the Transit Center District Open Space Fund. For information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org
- 44. **Transit Center District Transportation and Street Improvement Fee.** Pursuant to Section 424.7, the Project Sponsor shall pay a fee which will be deposited in the Transit Center District Transportation and Street Improvement Fund.

For information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org

45. Transit Center District Mello Roos Community Facilities District Program. Pursuant to Section 424.8, the Project Sponsor is required to participate in a Transit Center District Mello Roos Community Facilities District (CFD) and to include the Project Site in the CFD prior to issuance of the First Temporary Certificate of Occupancy for the Project.

For information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org

46. **Art.** The Project is subject to the Public Art Fee, as applicable, pursuant to Planning Code Section 429.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

47. **Art Plaques.** Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

48. Art. Pursuant to Planning Code Section 429, the Project Sponsor and the Project artist shall consult with the Planning Department during design development regarding the height, size, and final type of the art. The final art concept shall be submitted for review for consistency with this Motion by, and shall be satisfactory to, the Director of the Planning Department in consultation with the Commission. The Project Sponsor and the Director shall report to the Commission on the progress of the development and design of the art concept prior to the submittal of the first building or site permit application

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING - AFTER ENTITLEMENT

- 49. Enforcement. Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 50. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

51. Revocation due to Violation of Conditions. Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

- 52. **Eating and Drinking Uses**. As defined in Planning Code Section 202.2, Eating and Drinking Uses, as defined in Section <u>102</u>, shall be subject to the following conditions:
 - A. The business operator shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Street and Sidewalk Maintenance Standards. In addition, the operator shall be responsible for daily monitoring of the sidewalk within a one-block radius of the subject business to maintain the sidewalk free of paper or other litter associated with the business during business hours, in accordance with Article 1, Section 34 of the San Francisco Police Code.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, http://sfdpw.org.

B. When located within an enclosed space, the premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the

premises or in other sections of the building, and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, <u>www.sfdph.org</u>.

For information about compliance with construction noise requirements, contact the Department of Building Inspection at 415-558-6570, www.sfdbi.org.

For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415-553-0123, <u>www.sf-police.org</u>.

C. While it is inevitable that some low level of odor may be detectable to nearby residents and passersby, appropriate odor control equipment shall be installed in conformance with the approved plans and maintained to prevent any significant noxious or offensive odors from escaping the premises.

For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- D. Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.
 - For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, http://sfdpw.org.
- 53. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

 For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, http://sfdpw.org
- 54. Community Liaison. Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what

issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- 55. **Notices Posted at Bars and Entertainment Venues.** Notices urging patrons to leave the establishment and neighborhood in a quiet, peaceful, and orderly fashion and to not litter or block driveways in the neighborhood, shall be well-lit and prominently displayed at all entrances to and exits from the establishment.
 - For information about compliance, contact the Entertainment Commission, at 415 554-6678, www.sfgov.org/entertainment
- 56. Other Entertainment. The Other Entertainment shall be performed within the enclosed building only. The building shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance. Bass and vibrations shall also be contained within the enclosed structure. The Project Sponsor shall obtain all necessary approvals from the Entertainment Commission prior to operation. The authorized entertainment use shall also comply with all of the conditions imposed by the Entertainment Commission.

For information about compliance, contact the Entertainment Commission, at 415 554-6678, www.sfgov.org/entertainment

57. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Exhibit B: Plans and Renderings



Parcel F Tower

542-550 Howard Street, San Francisco, CA

Architectural Submittal - 309 Application (12/20/19)

Hines & Urban Pacific | Pelli Clarke Pelli Architects



TABLE OF CONTENTS

NARRATIVE AND PROJECT DESCRIPTION A - URBAN CONTEXT AND SITE		4 PAGE 5
2.	CURRENT SITE CONDITIONS	8-13
B - ARCHITECTURAL DESIGN		PAGE 14
1.	PLANS	15-25
2.	TOWER / PODIUM SECTIONS	26-28
3.	BUILDING ELEVATIONS	29-30
4.	STREET SCAPE DETAIL/ WALL SECTIONS	31-36
D - PLANNING CODE COMPLIANCE		PAGE 41
1.	AREA SCHEDULE	38
2.	GROSS AREA SUMMARY	39-40
3.	PARKING SUMMARY	41
4.	OPEN SPACE SUMMARY	42
5.	BIKE PARKING SUMMARY	43
6.	PLANNING CODE EXCEPTIONS	44
C - ADDITIONAL DESIGN		PAGE 49
1.	STRUCTURAL SYSTEMS	46
2.	SUSTAINABILITY	47
3.	PROJECT RENDERINGS	48-59
4.	BUILDING MATERIALS	60-62

NARRATIVE AND PROJECT DESCRIPTION

Parcel F Tower, designed by internationally acclaimed Pelli Clarke Pelli Architects, will become a significant addition to the skyline of San Francisco. The tower will be highly visible from many primary approaches to the city. Its streamlined volume will present gently curved corners and a series of setbacks on its east and west sides, becoming increasingly slender as it reaches the sky. Incorporating high-performance building systems and sustainable materials, the tower is being designed to achieve a LEED Gold rating. The 62-story tower will accommodate a mixed-use program with a 9 floor hotel, 15 office floors, 29 residential floors and 7 floors of shared amenities, retail and lobby space.

Located close to the southwest corner of the Salesforce Transit Center (STC), Parcel F Tower is one of only three projects currently allowed to connect directly to the STC's 5.4-acre rooftop park. The site has two street frontages, Howard Street to the south and Natoma Street to the north. To the west, the site is bound by the bus ramp bridge connecting to STC. Approximately one third of the site's 32,000 square feet is occupied by a below grade STC train box that will connect to the lower levels of the STC. The train box, along with a bridge maintenance easement driveway on the west side, imposes significant restrictions on the area of the site that can be vertically developed. Due to these restrictions, the conceptual resolution of the structure became one of the major driving forces for the project.

The 800-foot high tower projects 42 feet over the train box and at level 7 all the weight of this sizable overhang is transferred to the core through diagonal struts, avoiding the train box, and down to the bedrock enhanced fundation. In addition, from the 7th to the 2nd level all floor slabs are suspended with tensors from the 7th level struts. Thus, the main lobbies are completely free of columns, which allows for uniquely transparent and inviting street façades.

Overall, Parcel F boasts a 40/60 solid/vision-glass ratio which makes the exterior wall extremely energyefficient and architecturally expressive. In the south and north facades the slenderness of the tower is accentuated by vertical white piers that are reminiscent of some of San Francisco's most remarkable traditional buildings, such as the Pacific Bell tower. The west and east facades feature a horizontal expression while a series of setbacks and transparency gradients express the different components of the program. The curved corners of the tower offer a streamlined and transparent expression that softens the overall massing.

As the tower reaches its top, the vertical piers progressively transform themselves into an elegant latticework. In addition, the redefinition of the glass surfaces between piers into concave glass surfaces, and a series of subtle setbacks create an elegant and iconic crown. This crown will be softly lit at night, making it visible from afar and providing a beacon to the San Francisco skyline.

On Howard Street, a double height recess on the 6th level creates a distinct building base that smooths the transition between the scale of the neighboring buildings and the tower. On the west side of this elevation, a four-story setback acknowledges the Salesforce Transit Center Bridge and shelters a sculptural passageway that connects to Natoma Street. The west end of Parcel F site also provides access to the bridge maintenance driveway easement and to four loading docks tucked away from pedestrian view. On Natoma Street, a one-story high retail volume provides human scale and acts as a balanced counterpart to the undulating metal screens of the STC façade. The double loaded retail frontages on Natoma Street will offer a very lively pedestrian experience to visitors of the STC.

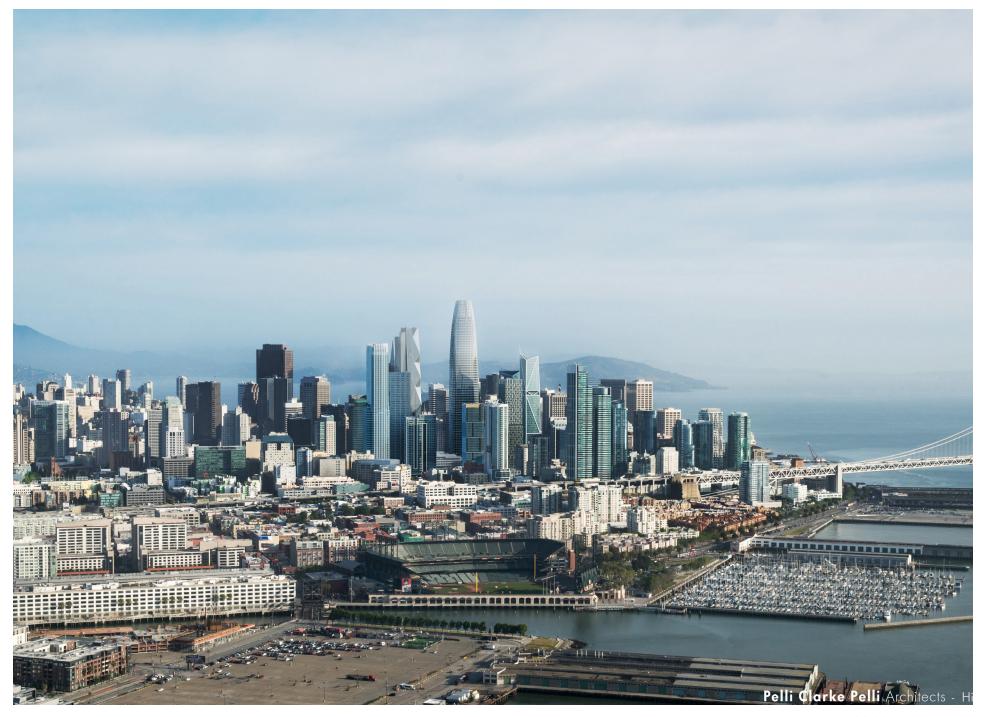
In addition, a glass elevator cab will provide public vertical connection to the STC rooftop park. Both the atrium and the public elevator will be highly visible to the pedestrians on Natoma Street and the STC Park. In addition, at Level 5, the base of the tower at Natoma Street features a setback terrace, additional retail spaces and a pedestrian bridge that connects to the urban oasis of the Salesforce Transit Center Park.

© Pelli Clarke Pelli Architects





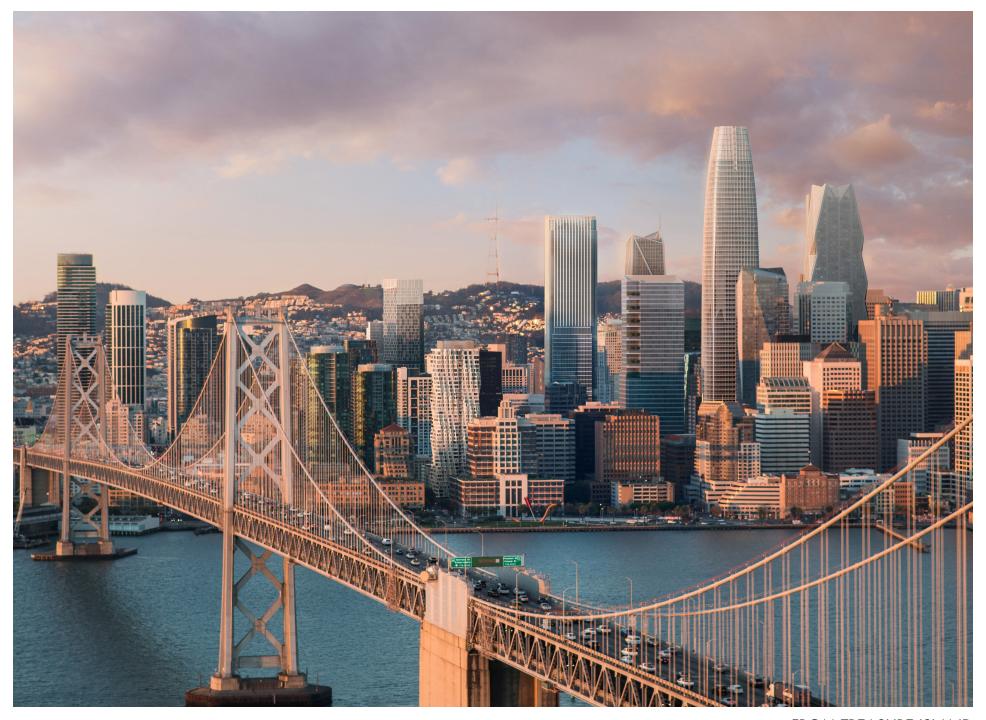
FROM DOLORES PARK



FROM MISSION BAY

© Pelli Clarke Pelli Architects

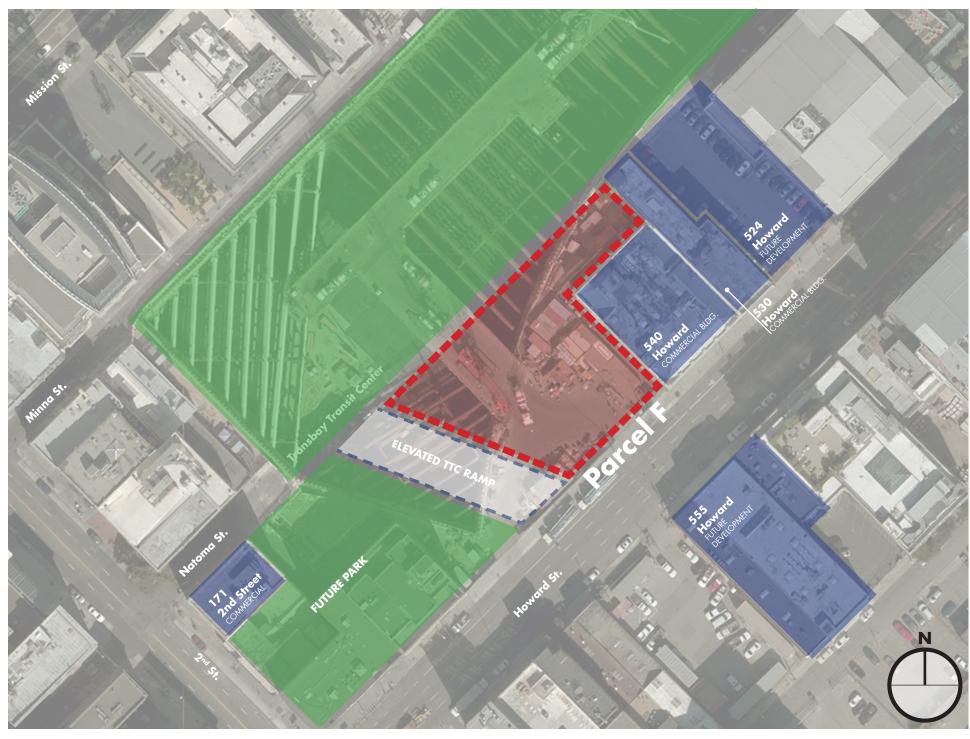




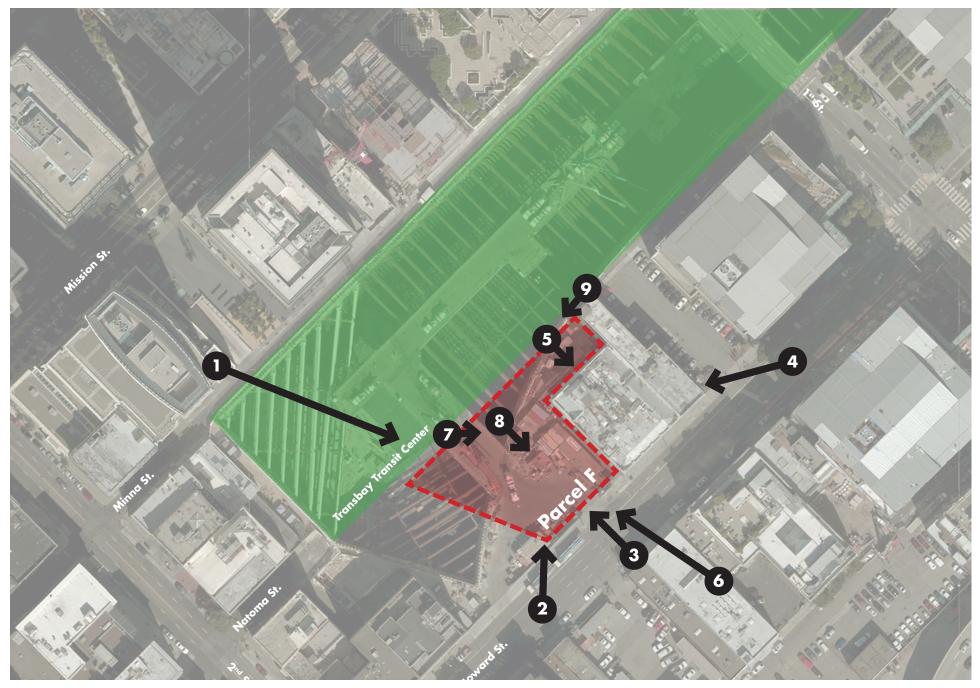
FROM TREASURE ISLAND



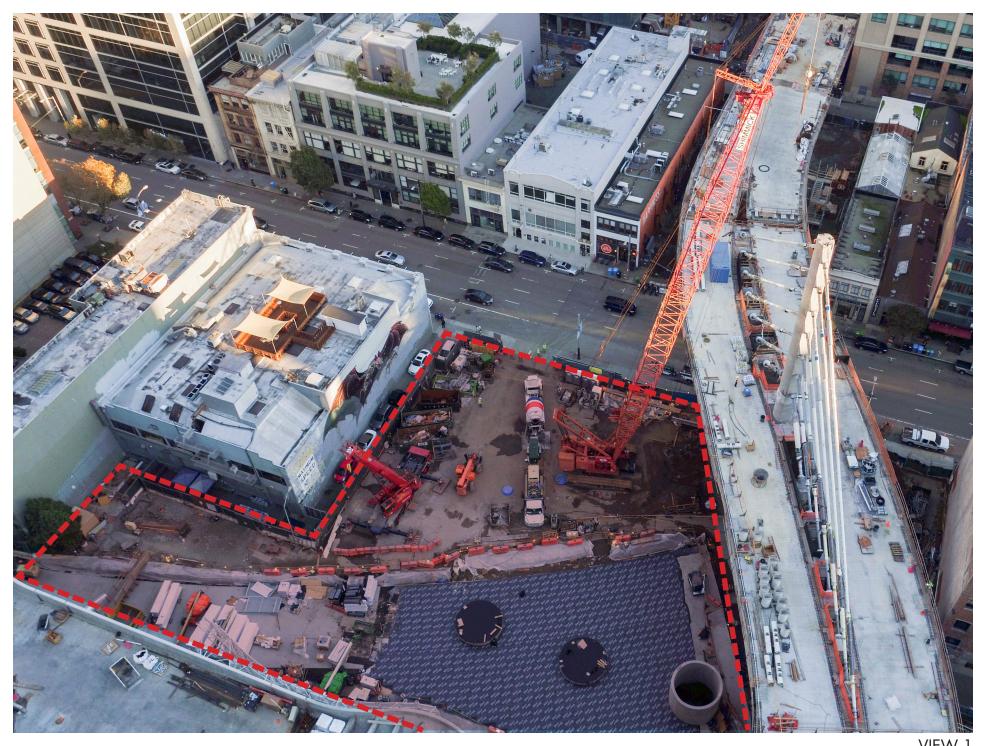
TRANSBAY OVERVIEW



SITE CONTEXT



SITE PLAN



VIEW 1 TAKEN: 2016.12.02



VIEW 2 TAKEN: 2017.12.12



VIEW 3 TAKEN: 2016.12.12

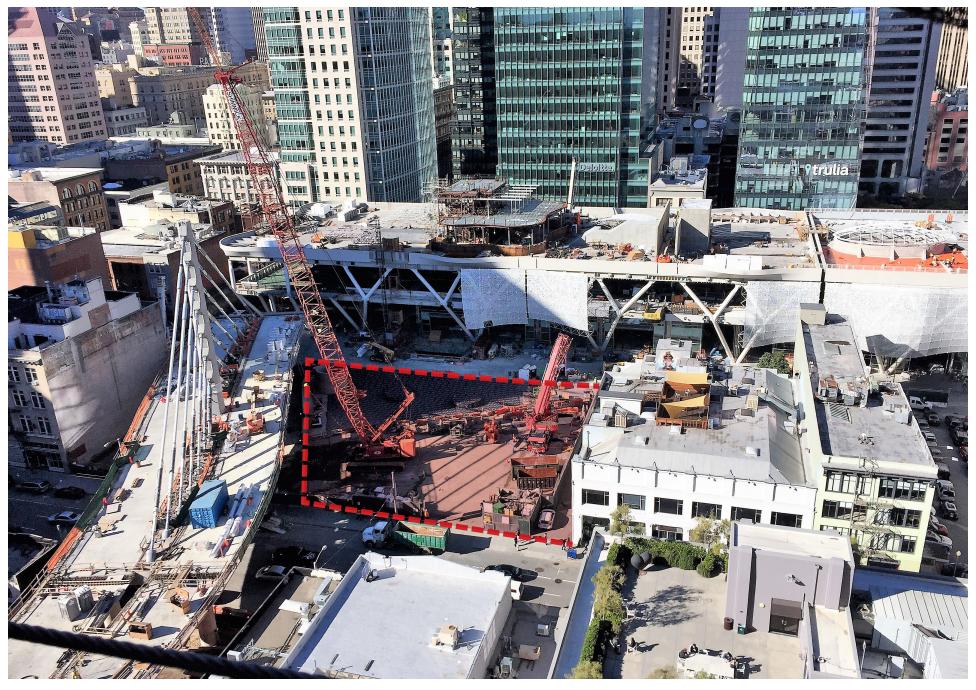
© Pelli Clarke Pelli Architects



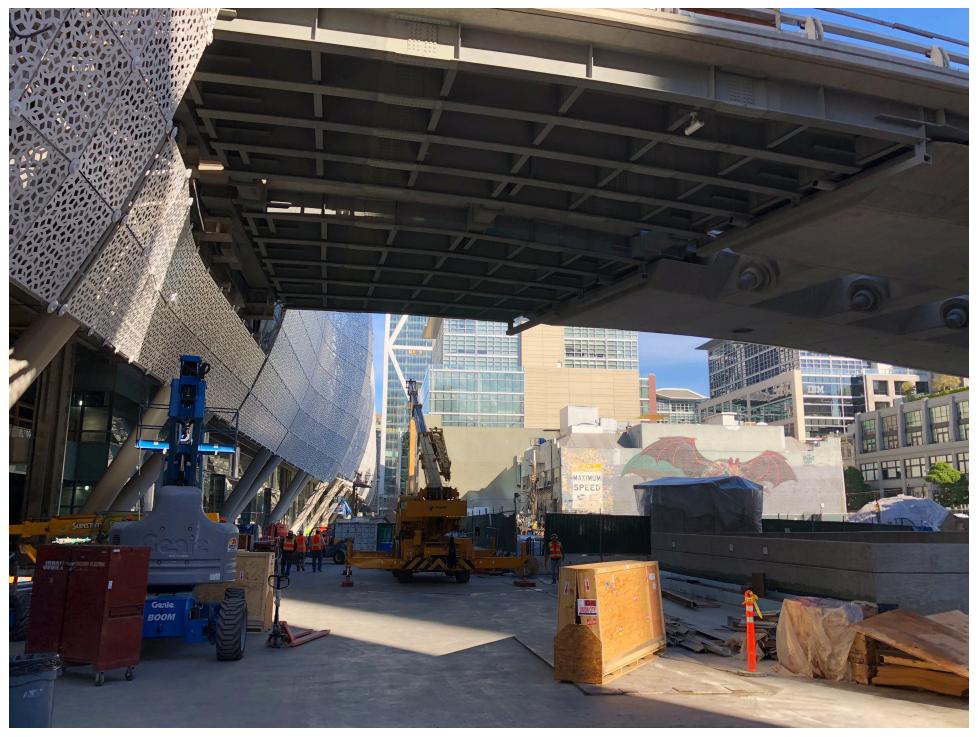
VIEW 4 TAKEN: 2016.12.12



VIEW 5 TAKEN: 2017.10.31



VIEW 6 TAKEN: 2016.12.02

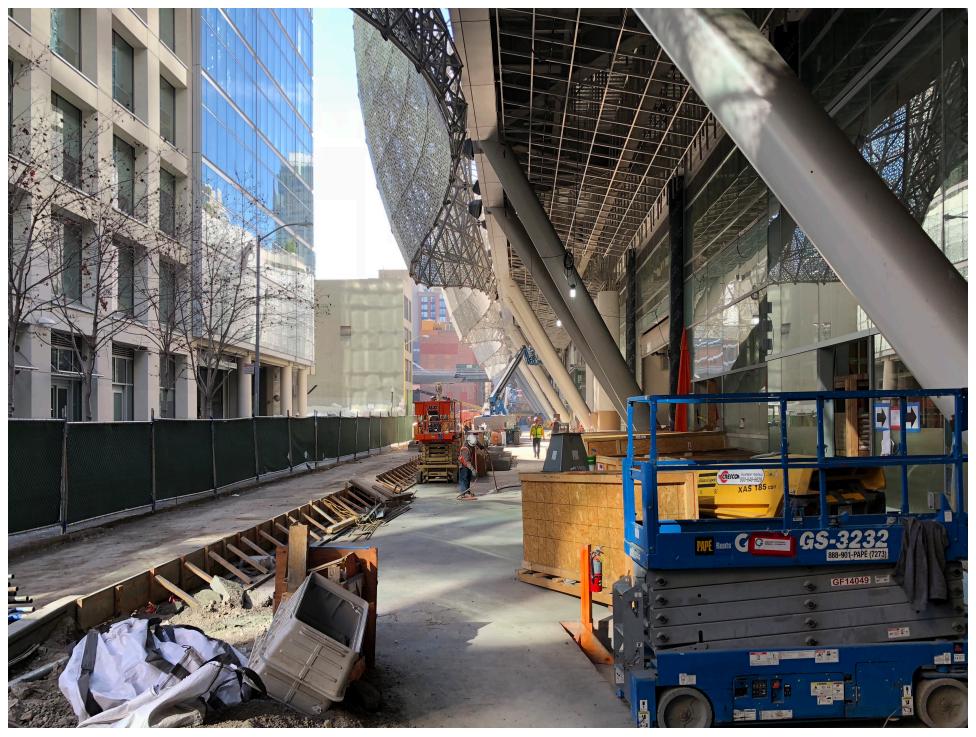


VIEW 7 TAKEN: 2017.12.12

© Pelli Clarke Pelli Architects



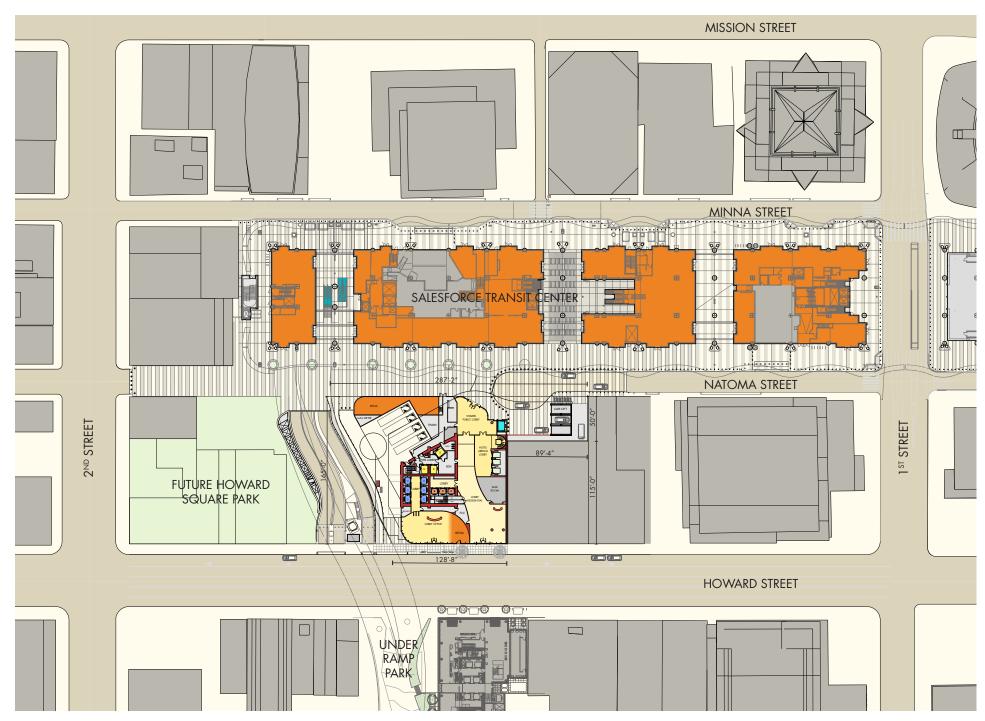
VIEW 8 TAKEN: 2016.12.12



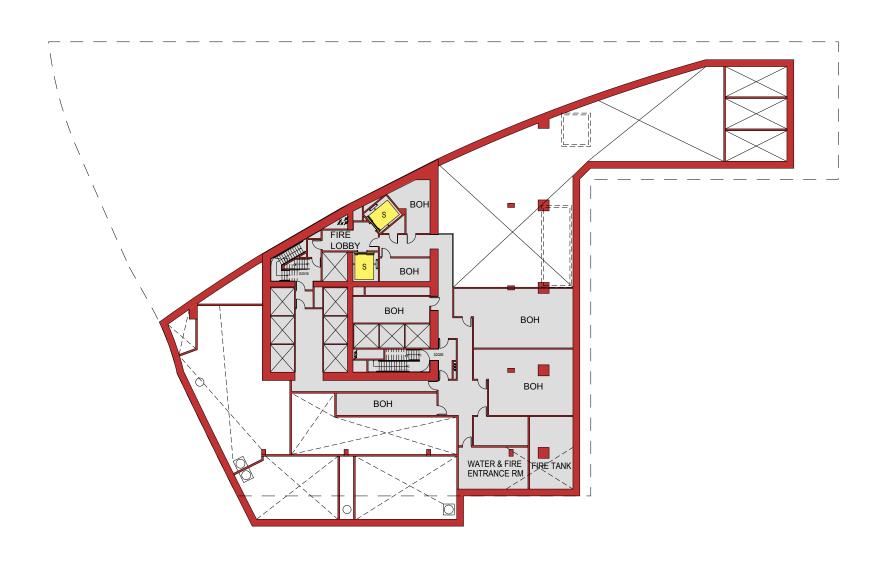
VIEW 9 TAKEN: 2016.12.12

© Pelli Clarke Pelli Architects

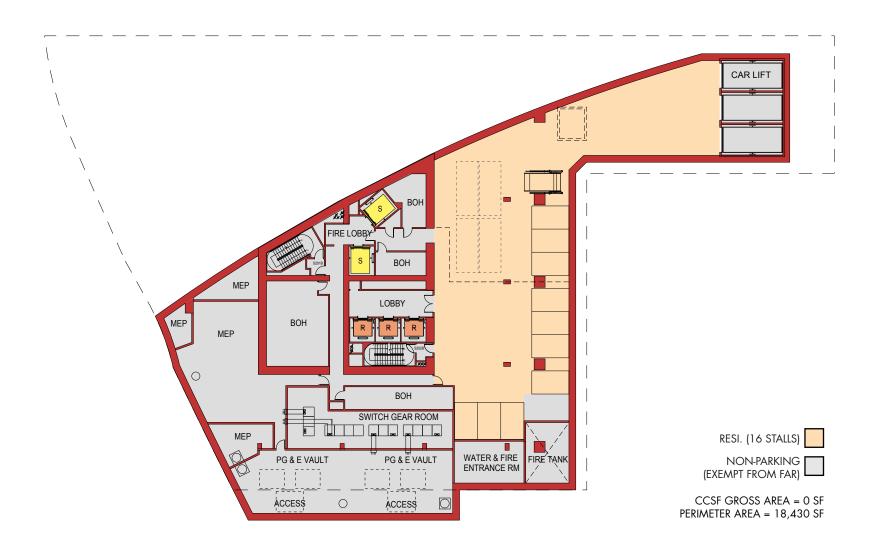




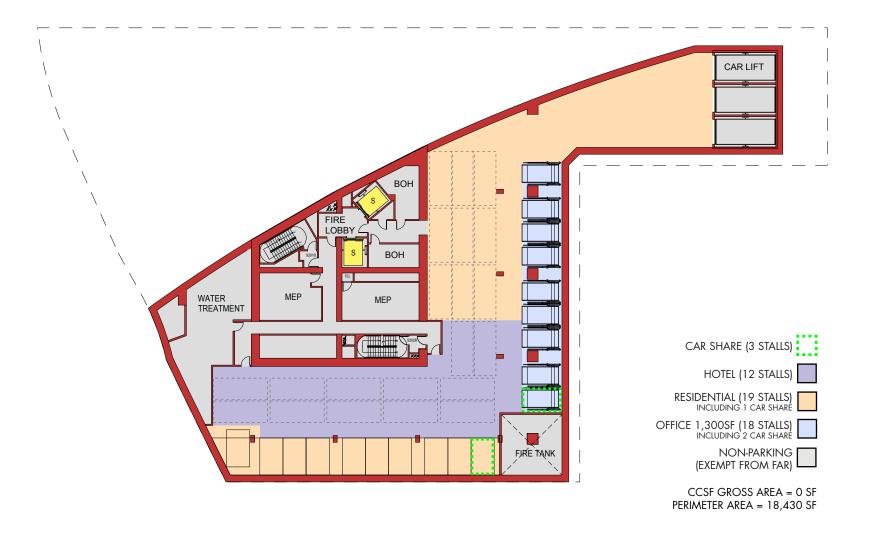
SITE PLAN



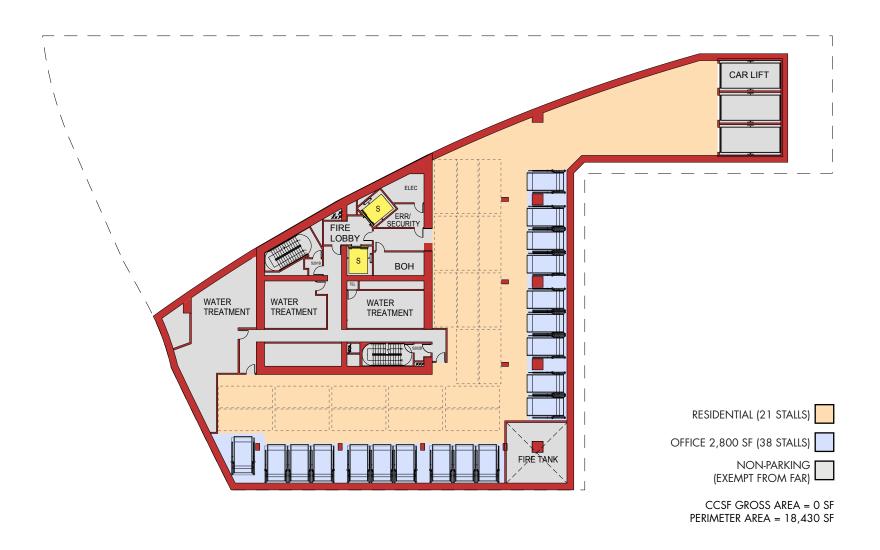
LEVEL B1MEZZANINNE



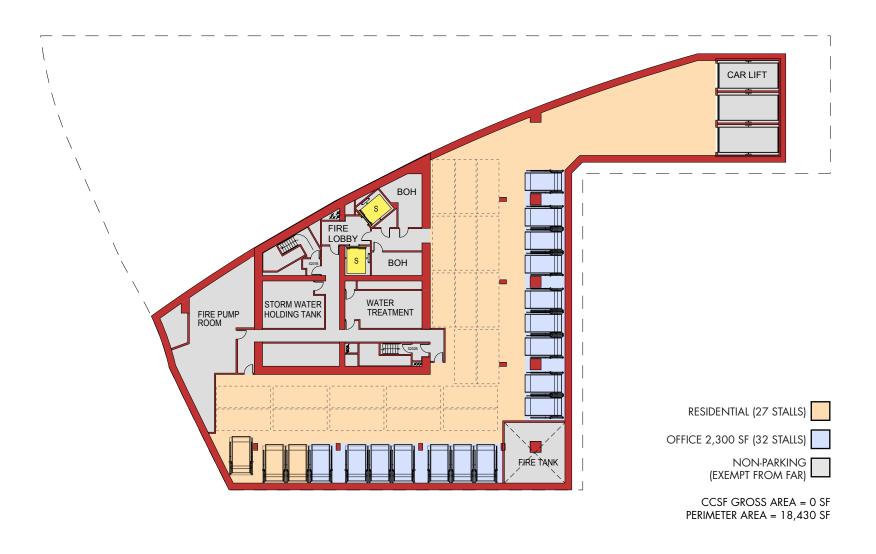
LEVEL B1



LEVEL B2



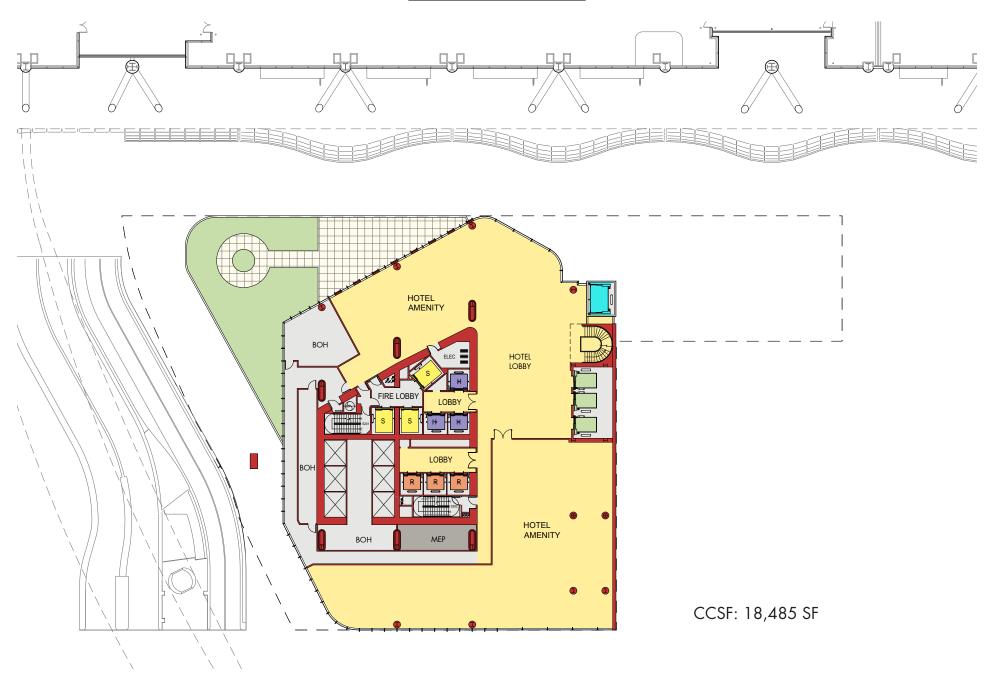
LEVEL B3



LEVEL B4

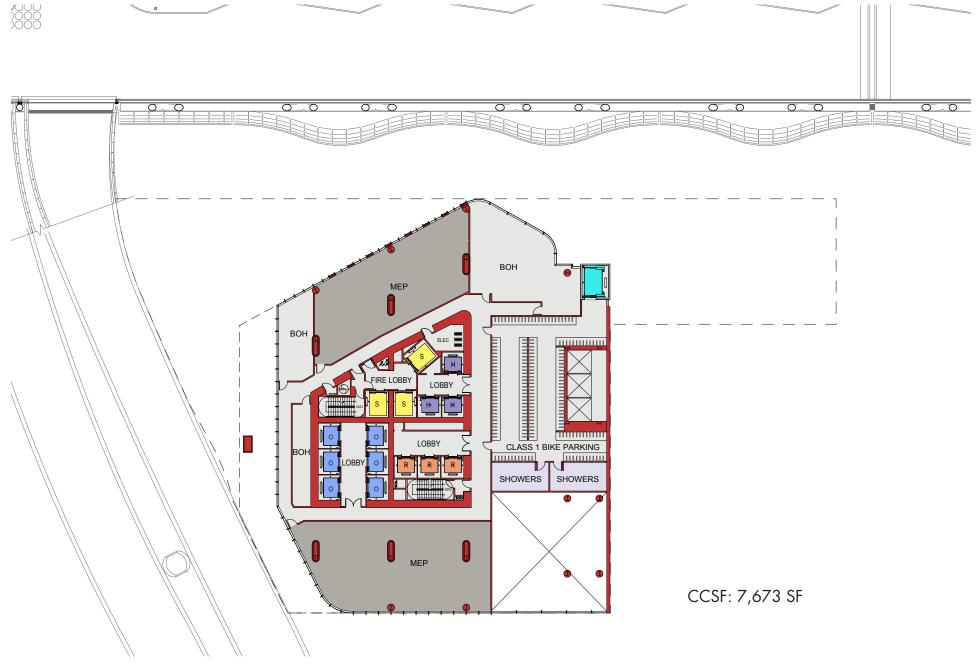


PLAN - GROUND FLOOR

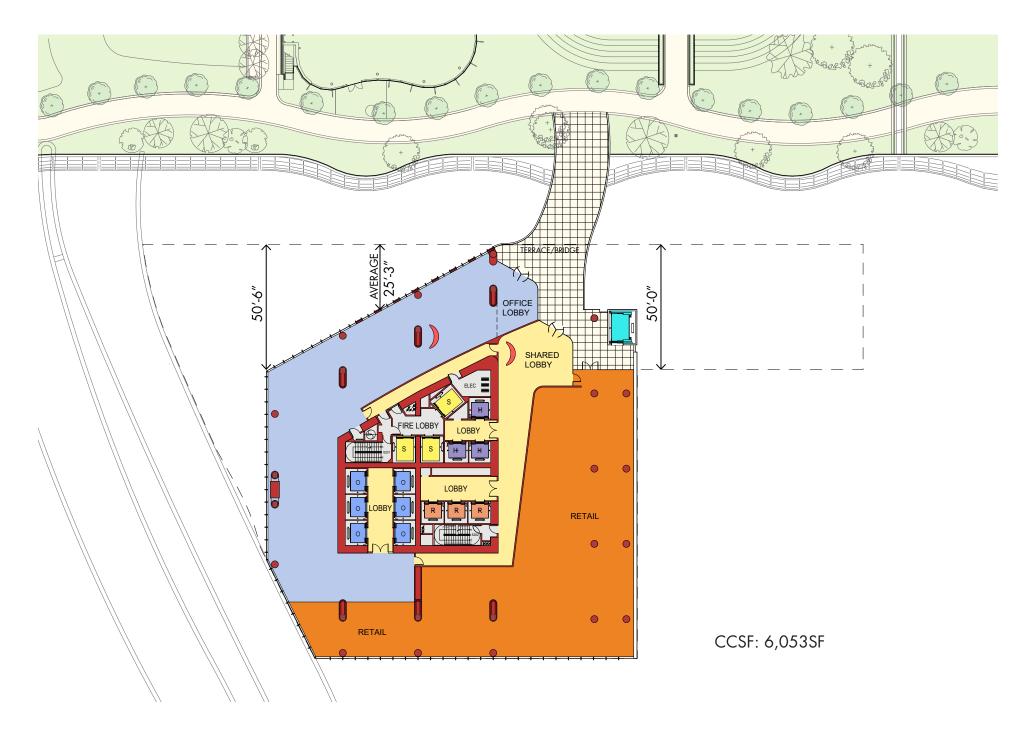


PLAN - LEVEL 2

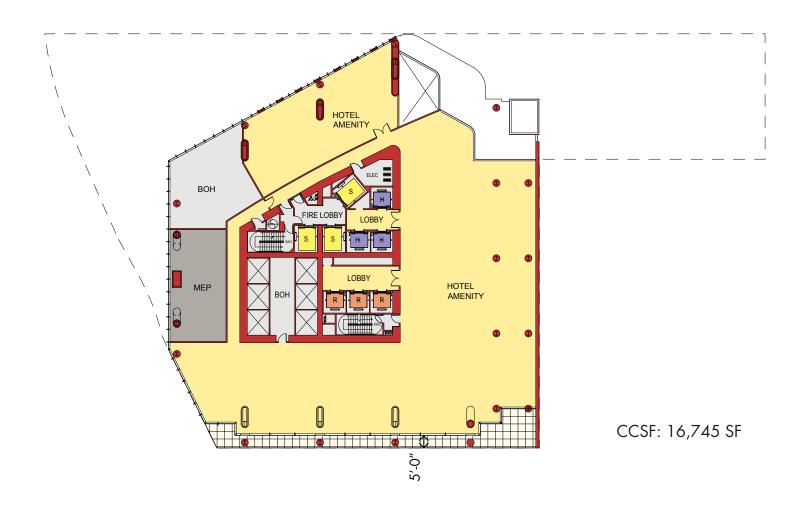




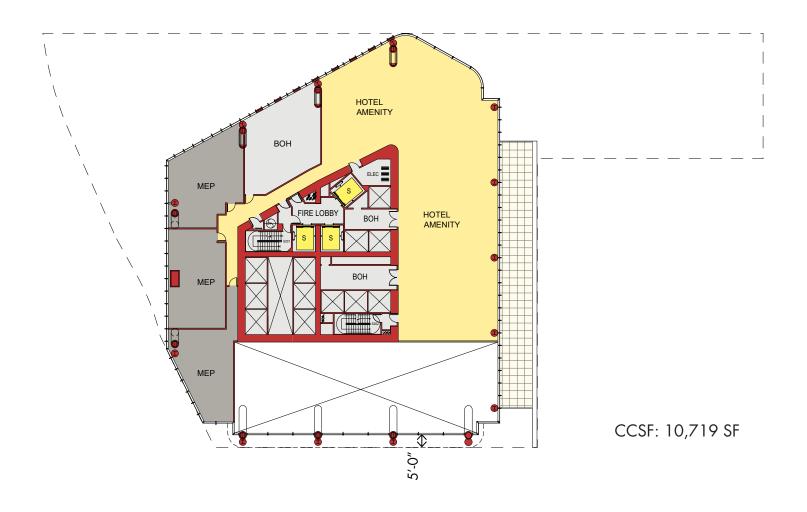
PLAN - LEVEL 4



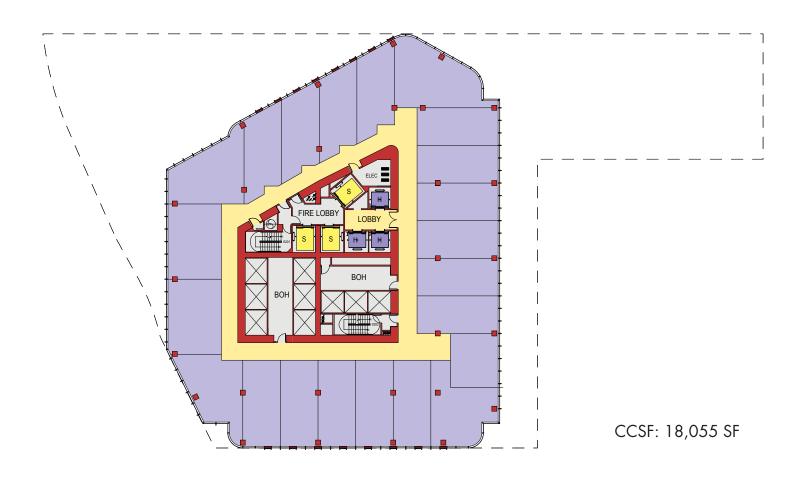
PLAN - LEVEL 5 - RETAIL/PARK ACCESS



PLAN - LEVEL 6

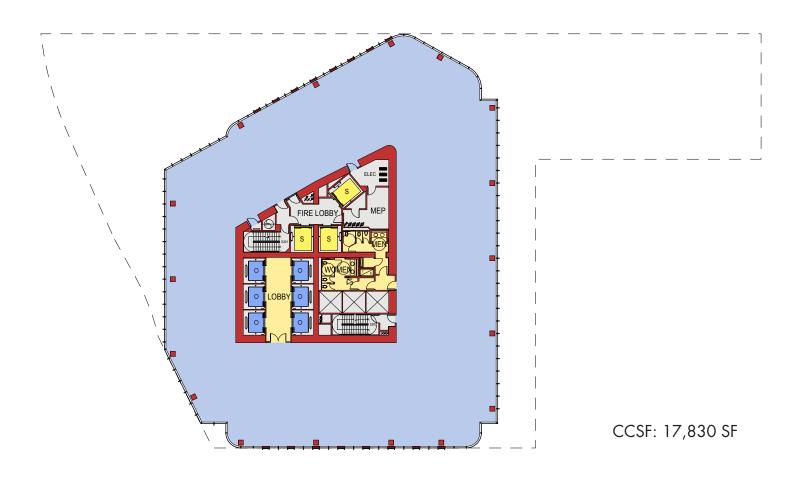


<u>PLAN - LEVEL 7</u>

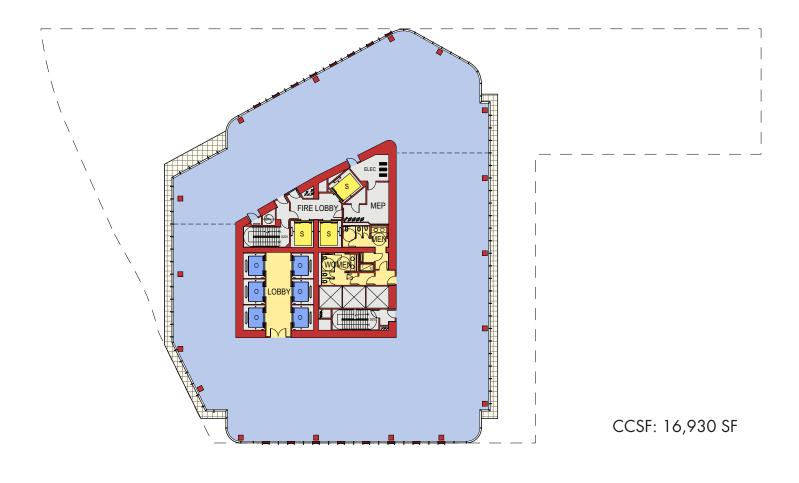


PLAN - LEVEL 8 TO 16 - TYPICAL HOTEL FLOOR

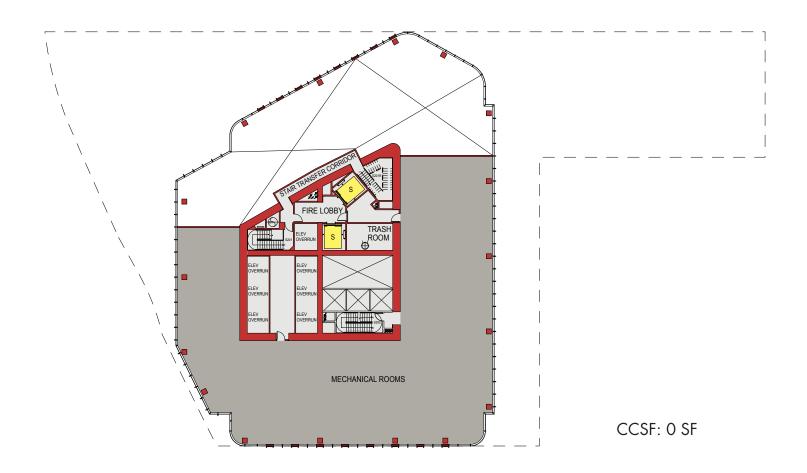
© Pelli Clarke Pelli Architects



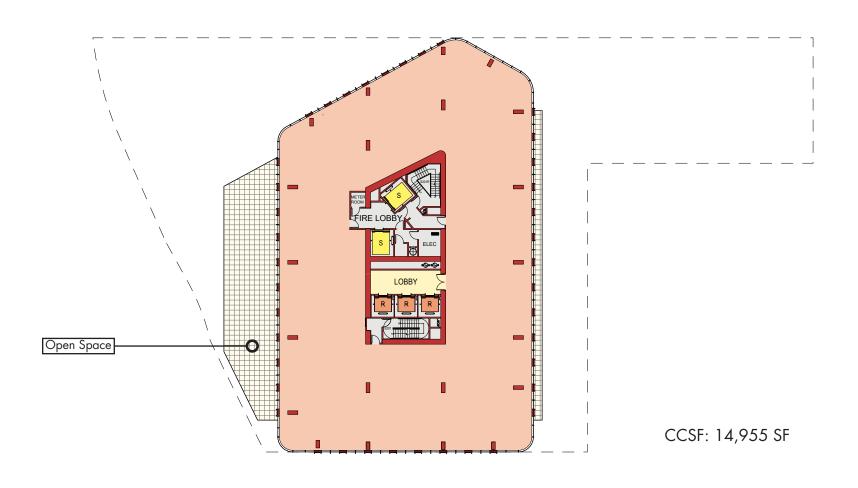
PLAN - LEVEL 17 TO 30 - TYPICAL OFFICE FLOOR



PLAN - LEVEL 31 - OFFICE FLOOR

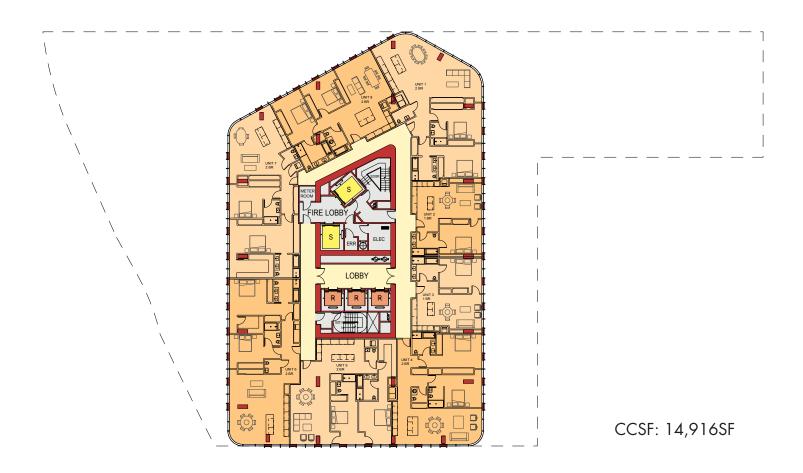


PLAN - LEVEL 32 (MECHANICAL)

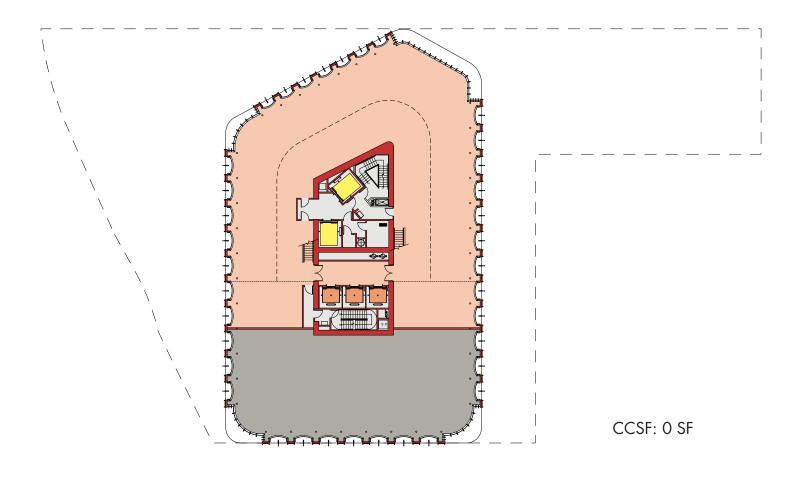


PLAN - LEVEL 33 - RESIDENTIAL AMENITY FLOOR

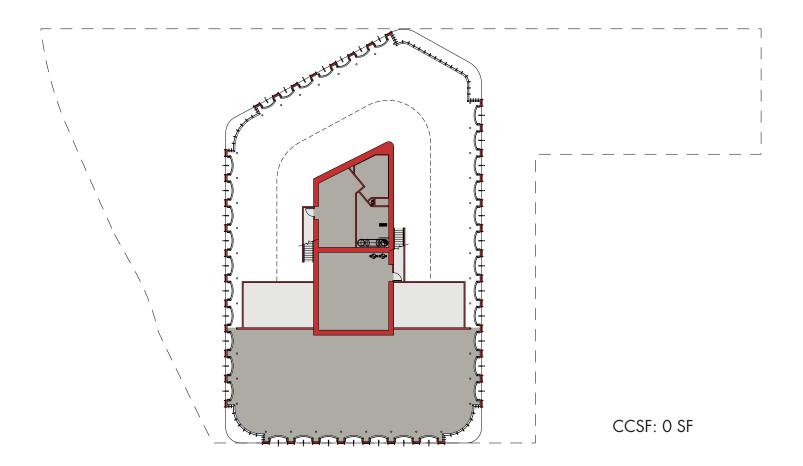
© Pelli Clarke Pelli Architects



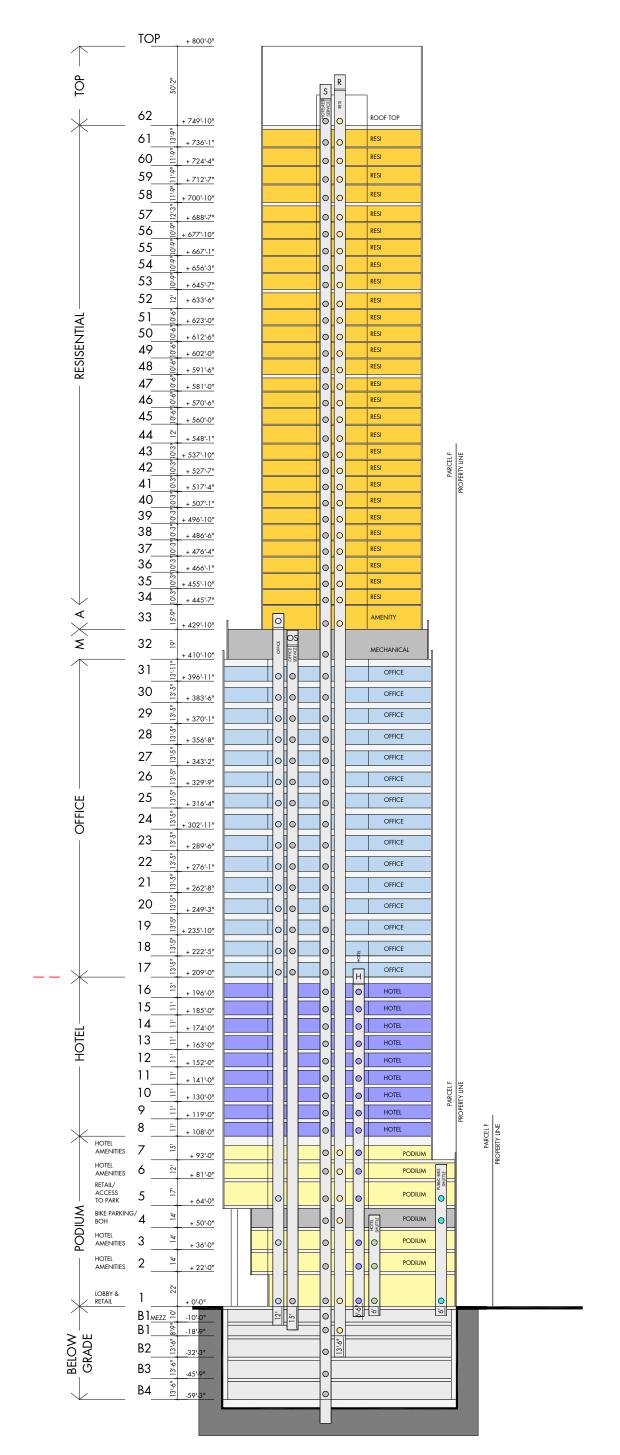
PLAN - LEVEL 34 TO 61 - TYPICAL RESIDENTIAL FLOOR

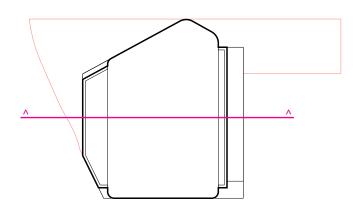


PLAN - LEVEL 62 - ROOF

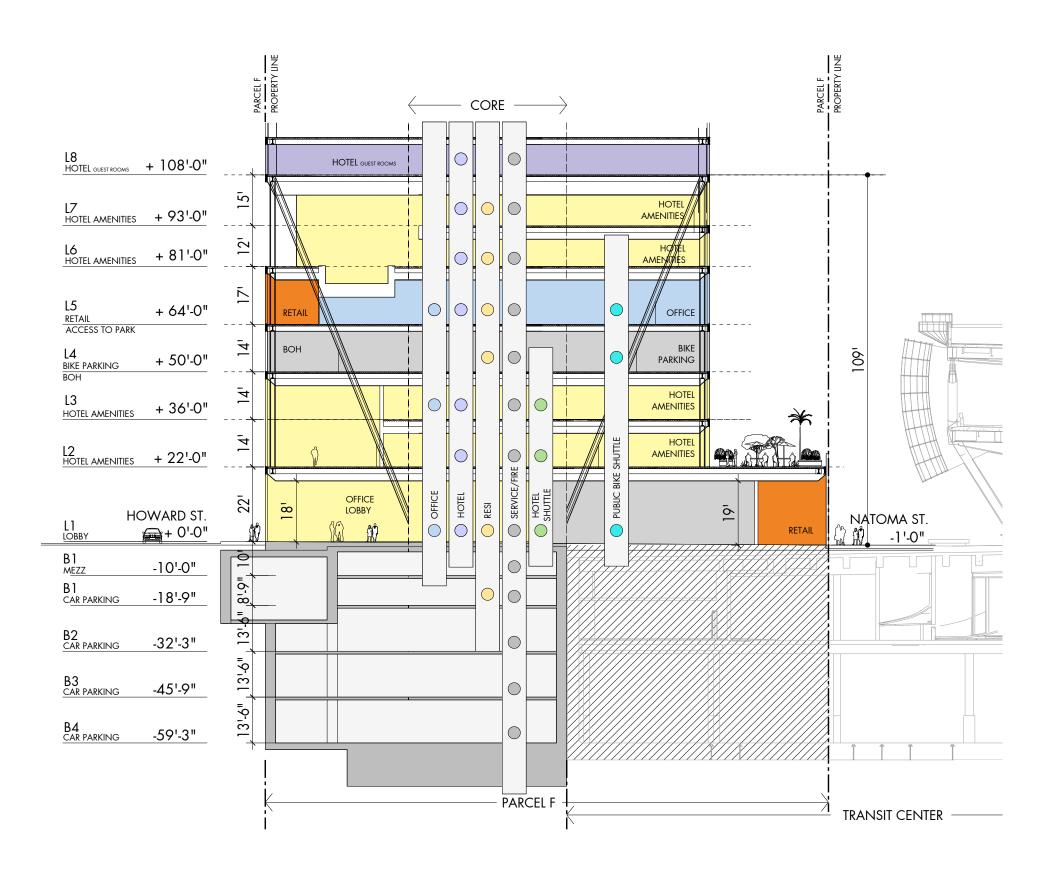


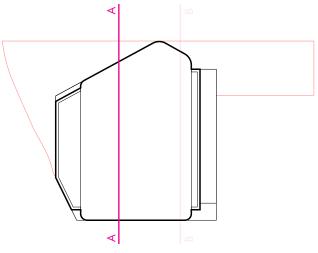
PLAN - LEVEL 62 MECHANICAL MEZZANINE



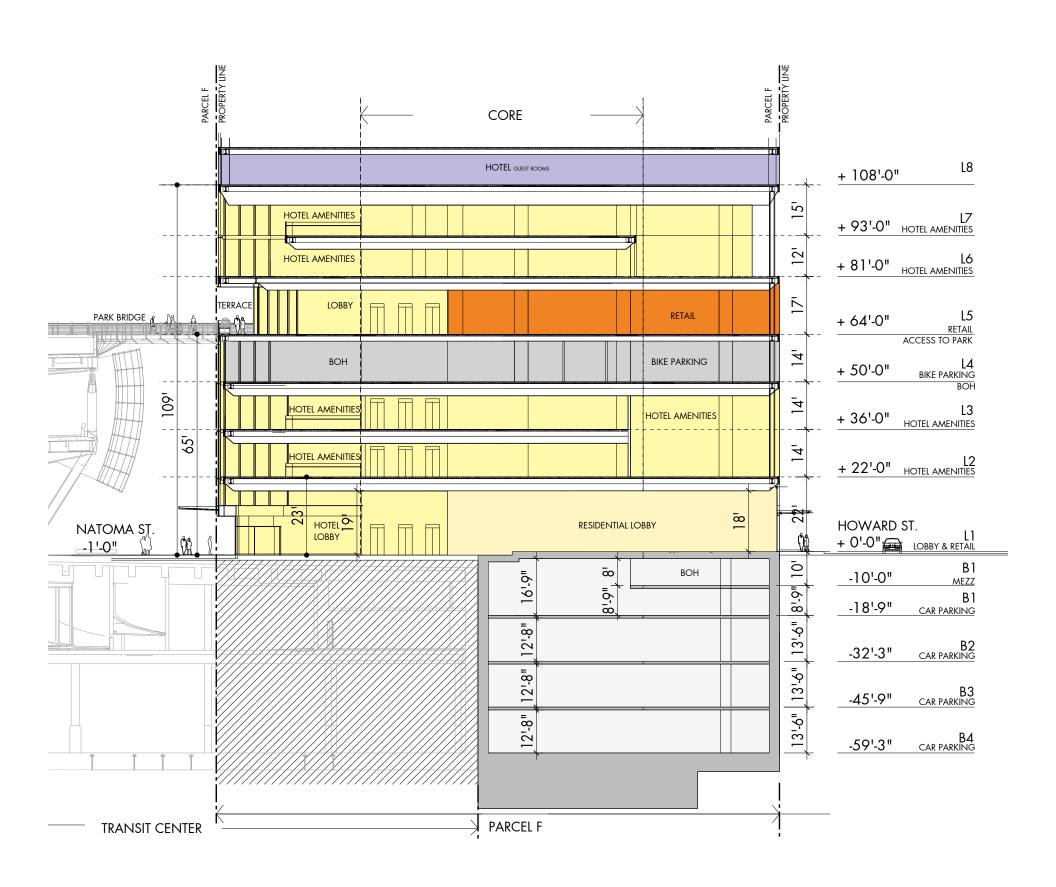


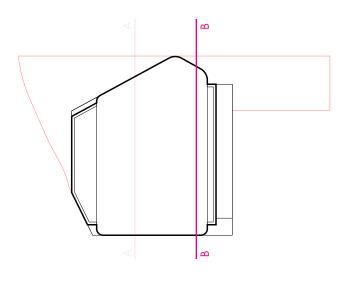
TOWER SECTION - EAST/WEST





PODIUM SECTION A-A





PODIUM SECTION B-B

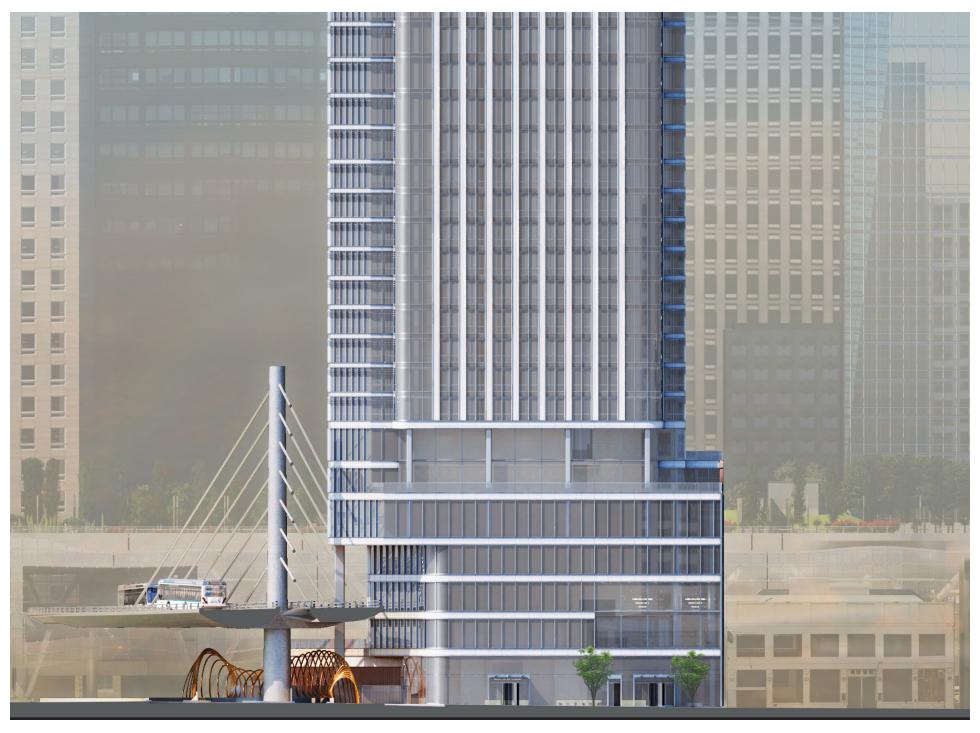


TOWER ELEVATION - SOUTH

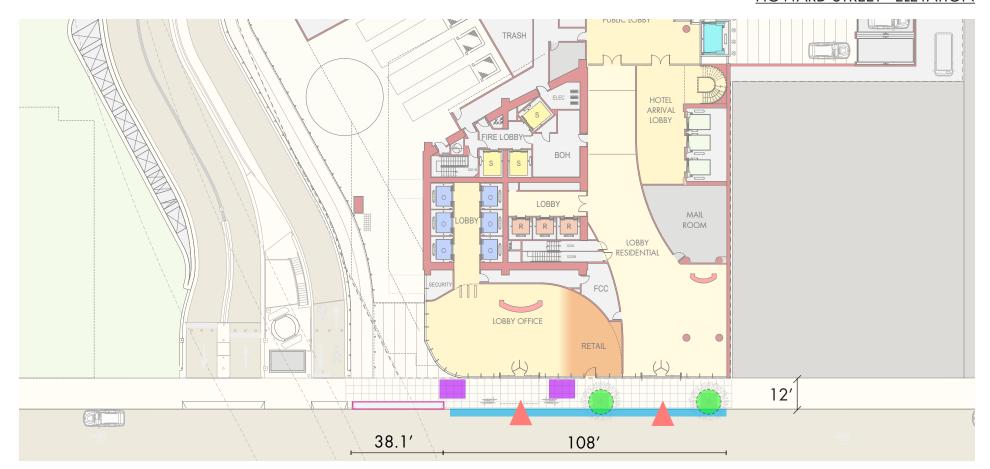
© Pelli Clarke Pelli Architects



TOWER ELEVATION - NORTH (FACING NATOMA STREET)



HOWARD STREET - ELEVATION



PARCEL F CURB CUT

TRUCKS ENTER & EXIT HEAD FIRST WITH NO BACKING UP ACROSS SIDEWALK, BIKE LANES OR TRAFFIC LANES

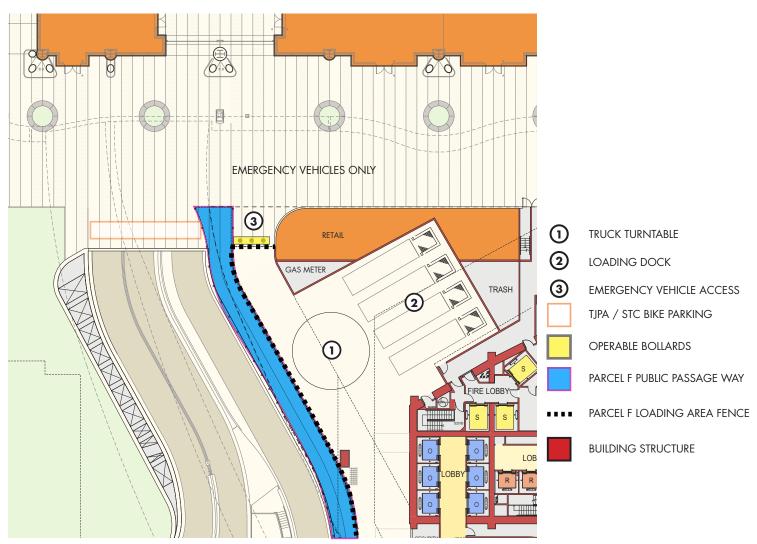
PG & E ACCESS

POTENTIAL TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJPA AND UTILITY COMPANIES

HOWARD STREET - PLAN



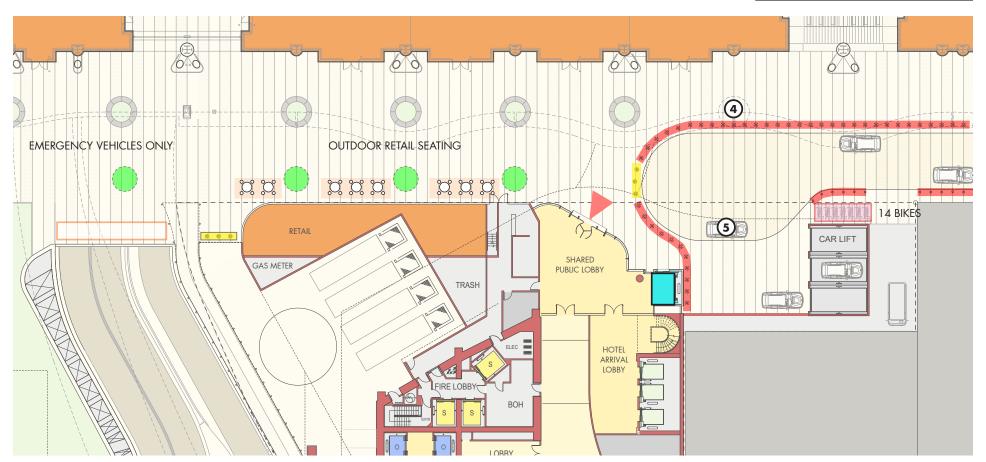
LOADING DOCK - ELEVATION



LOADING DOCK - PLAN

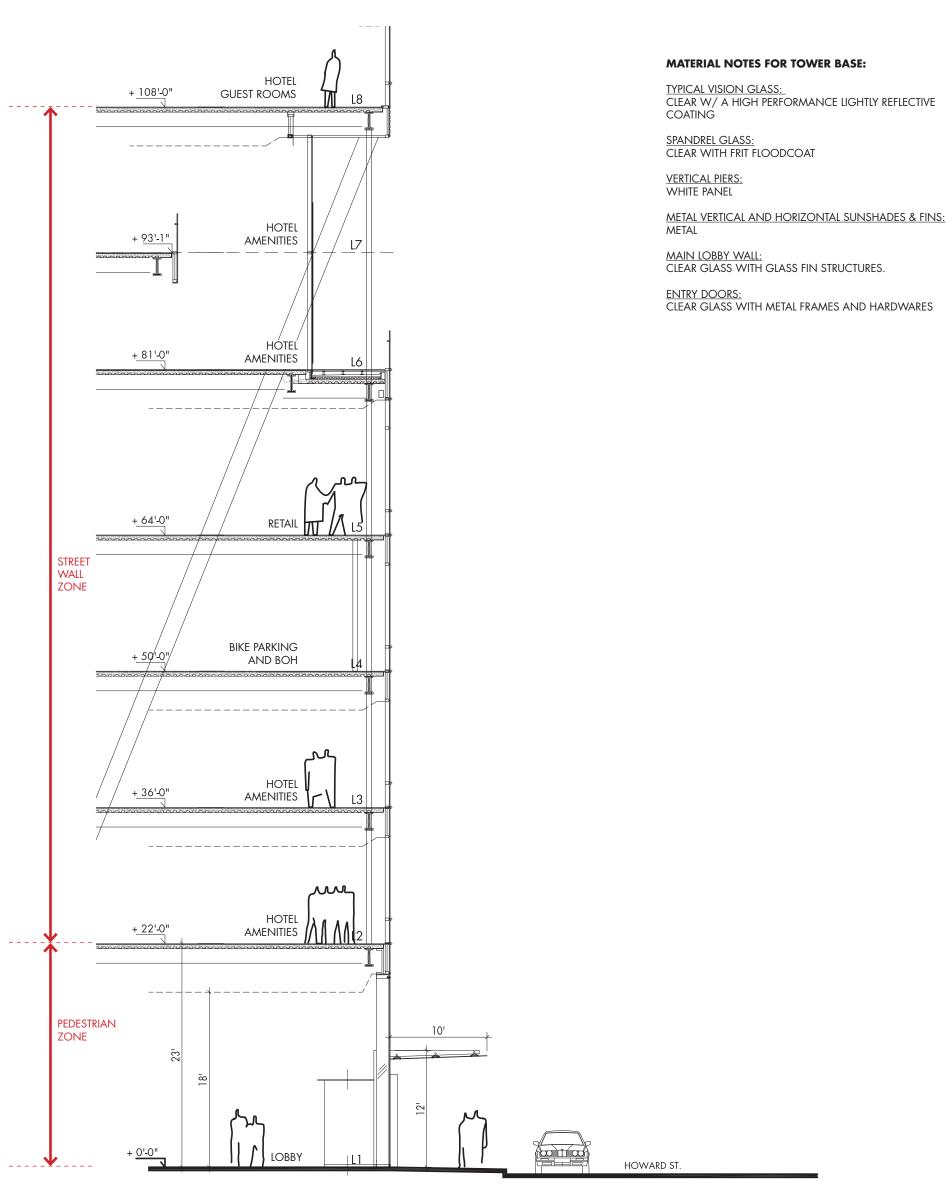


NATOMA STREET - ELEVATION



- PLANTER PROPOSED TO BE REMOVED.
- PARCEL F IS PROPOSING TO ELIMINATE STC PLANTERS (NOT BLAST RATED) & REPLACE THEM WITH FIXED BOLLARDS.
- 3 DROP-OFF AREA WITH SIMILAR DESIGN TO STC STREETSCAPE BUT WITH DIFFERENT TEXTURE AND NO CURB CUT
- POTENTIAL TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJPA
- PARCEL F PROPOSED BIKE PARKING
- TJPA / STC BIKE PARKING
 FIXED BOLLARDS
- OPERABLE BOLLARDS
- PUBLIC ELEVATOR

PARCEL F NATOMA ST. FRONTAGE TO MATCH STC STREETSCAPE DESIGN; LOCATION OF PLANTERS, TREES, BIKE PARKING AND BOLLARDS ALSO TO BE COORDINATED WITH TJPA.



PEDESTRIAN ZONE ON HOWARD ST.

The pedestrian zone is defined by several architectural strategies.

- First, two of the three lobbies were placed on Howard Street with a ceiling height of 18 feet; with an intent of creating a grand atmosphere from Howard Street.
- Second, glass fins were placed to support the lobbies' curtain wall system; in order to extend the narrow street of Howard and to maximize the transparency of the lobbies.
- Third, a retail space was provided to activate the facade.

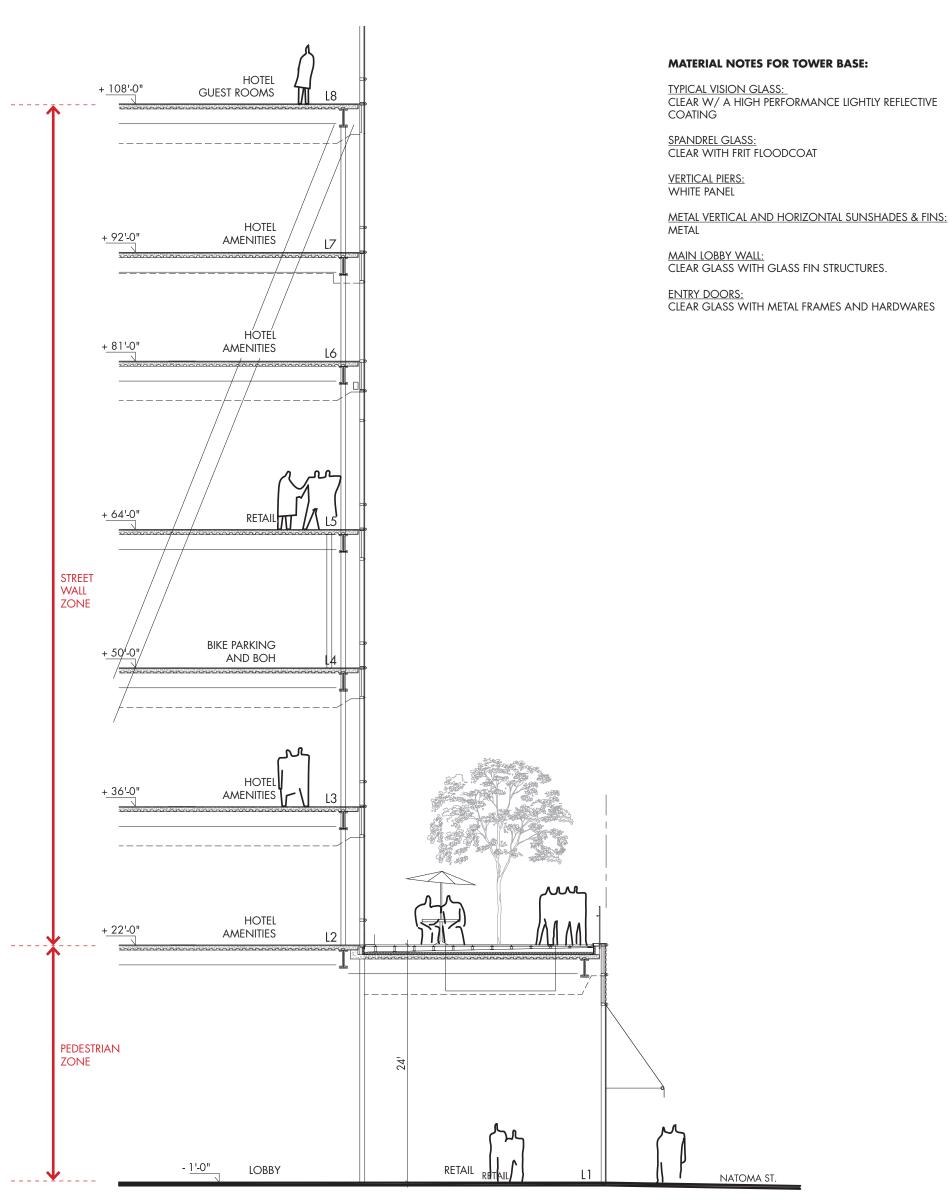
STREETWALL ON HOWARD ST.

The streetwall is defined by several architectural strategies.

- First, A comfortable pedestrian experience at ground level.
- Second, a five-story high volume, with a very distinct wall articulation smooths the transition between the scale of the neighboring buildings and the tower. This volume also shelters the entrance to the public passageway that connects to Natoma Street.
- Last, a four-story cutback at the base welcomes the Salesforce Transit Center Bridge as part of the architectural
 composition of this unique urban condition, and shelters the sculptural passageway that connects to Natoma
 Street



HOWARD STREET - TYPICAL WALL SECTION



PEDESTRIAN ZONE ON NATOMA ST.

The pedestrian zone is defined by several architectural strategies.

- First, retail spaces along with outdoor seating were designated at the perimeter of the property to encourage an active atmosphere in the lower levels of the tower.
- Second, an open terrace space was provided on the second level of the tower to ensure an active and green life among the street of Natoma.
- Third, a public elevator was provided to access Salesforce Transit Center roof park.

STREETWALL ON NATOMA ST.

Architectural Submittal 309 Application

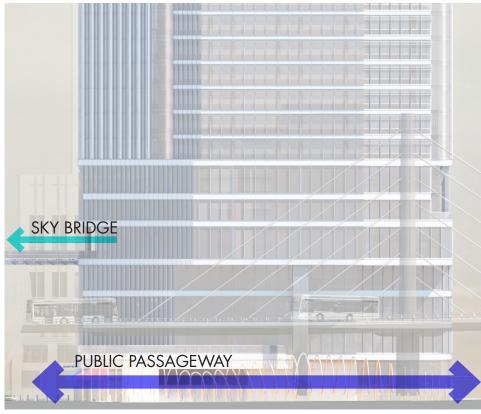
Several architectural articulations help define the Streetwall on Natoma Street.

- First, the one-story high retail volume provides human scale and acts as a balanced counterpart to the undulating metal screens of Transbay Transit Center façade.
- Second, the base on Natoma St. features a setback terrace and a bridge that connects to the Salesforce Transit Center Park.



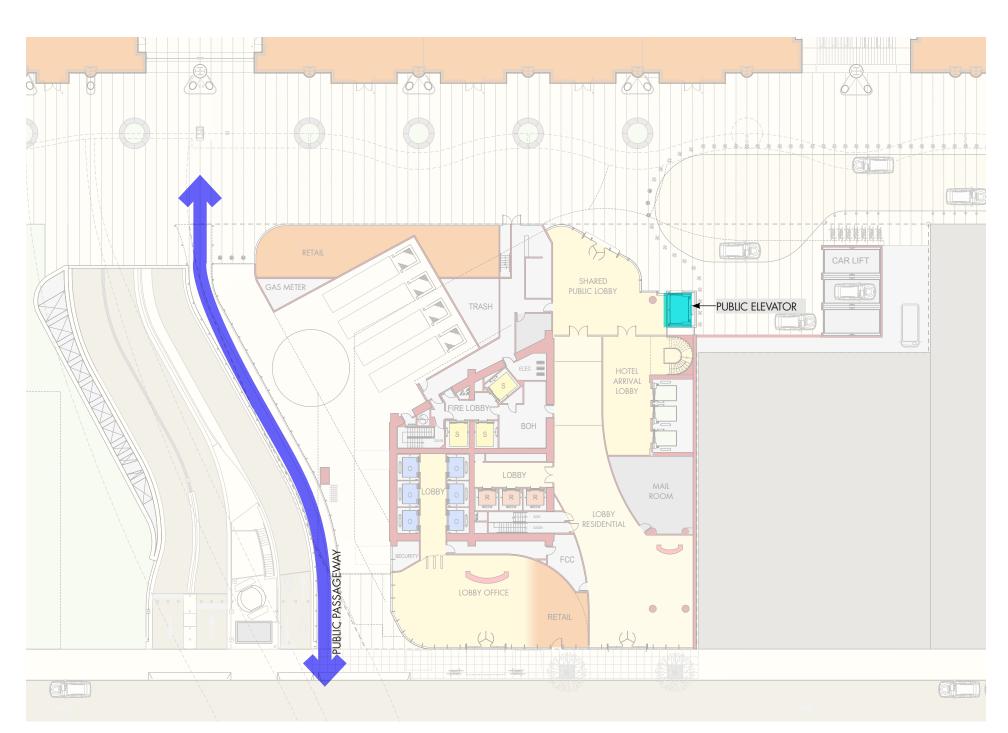
NATOMA STREET - TYPICAL WALL SECTION

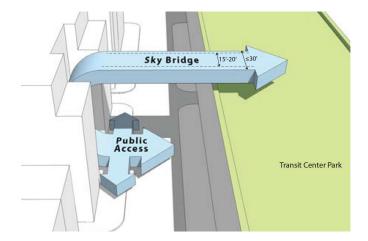




NORTH ELEVATION

WEST ELEVATION





CONNECTIVITY TO TRANSBAY TRANSIT CENTER PARK:

POLICY 3.17

Permit buildings to satisfy open space requirements through direct connections to the Transit Center Park.

To satisfy the intent of section 138, these connections must meet minimum standards for public accessibility and functionality in the following manner

- Be publicly accessible and connected appropriately to vertical circulation;
- Provide clear signage from a public way, indicating public access to the park.

-Transit Center District Plan-

PUBLIC PASSAGE WAY / CONNECTIVITY



Level	Perimeter Area	MEP Deductions per SF Planning Code	Other Deductions per SF Planning Code	Residential GSF	Office GSF	Hotel GSF	CCSF Gross Area Above/Below Grade
62	15,305	5,000	10,305	0	0	C) 0
61			258	14,916	0	C	•
60			258	14,916	0	C	•
59	•		258	14,916	0	C	•
58 57			258 258	14,916 14,916	0	C	,
56			258	14,916	0	(
55			258	14,916	0	C	
54			258	14,916	0	C	
53			258	14,916	0	C	
52	15,305	131	258	14,916	0	C	14,916
51			258	14,916	0	C	
50			258	14,916	0	C	
49			258	14,916	0	C	
48			258	14,916	0	C	
47			258	14,916	0	C	
46 45			258 258	14,916 14,916	0	C	
44			258	14,916	0	C	
43			258	14,916	0	C	
42			258	14,916	0	C	
41			258	14,916	0	C	
40			258	14,916	0	C	
39	15,305	131	258	14,916	0	C	14,916
38	15,305	131	258	14,916	0	C	14,916
37			258	14,916	0	C	
36			258	14,916	0	C	
35			258	14,916	0	C	
34			258	14,916	0	C	
33 32				14,412	0	C	,
31				0	16,930	C	
30				0	17,830	C	
29				0	17,830	C	
28				0	1 <i>7</i> ,830	C	
27		374	386	0	1 <i>7</i> ,830	C	
26				0	1 <i>7</i> ,830	C	17,830
25				0	1 <i>7</i> ,830	C	
24				0	17,830	C	•
23				0	17,830	C	,
22				0	17,830	C	•
21 20				0	1 <i>7</i> ,830 1 <i>7</i> ,830	C	•
19				0	17,830	C	
18				0	17,830	C	
1 <i>7</i>				0	17,578	C	
16				0	,	18,220	
15				0	0	18,220	
14				0	0	18,220	
13				0	0	18,220	
12				0	0	18,220	
11				0	0	18,220	
10				0	0	18,220	
9				0	0	18,220	
8 7				0	0	18,220 13,338	
6	•			0	0	16,745	
5				0	6,053	10,745	
4				0	0	12,597	
3				0	0	18,485	
2				0	0	18,485	
1	22,300	0		1,496	3,323	1,496	
B1 Mezz.			5,260	0	0	2,640	
B1			19,300	0	0	C	
B2			18,430	0	0	C	
B3			18,430	0	0	C	
B4	18,430		18,430	0	0	С) (
Total	1,140,458	25,796	157,668	433,556	275,674	247,765	956,995

NOTES: CCSF gross area is per San Francisco Planning Code Article 1, Sec. 102.9 - Gross area:

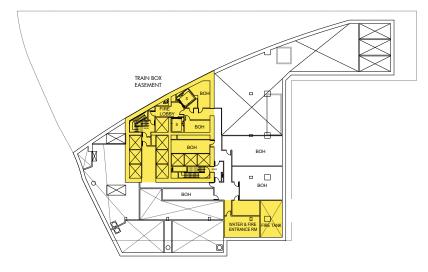
The above calculations for deducted area assumes the following understanding of CCSF code:

1: Floor space used for off-street parking or loading.

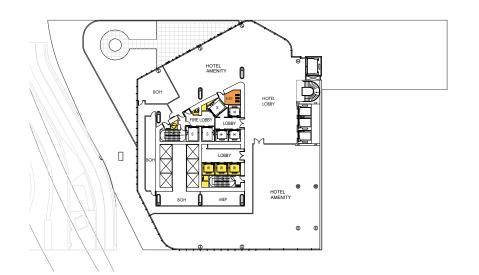
Perimeter area is measured at 4' above finished floor

- 2: Basement space used for storage or services necessary to the operation or maintenance of the building
- 3: Elevator or stair penthouses, etc at the top of the building used for operation or maintenance of the building
- 4: Mechanical equipment areas necessary to the operation of the building
- (MEP, Elec, Tel rooms/shafts, Restroom shafts/risers)
- 5: Retail area less than 5,000 SF per use on ground and park level (L1 retail on Natoma St.= 1,605 SF, L1 retail on Howard St.= 714 SF, and retail at park level= 5,000 SF)
- 6: Ground floor lobby circulation space (3,480 SF)

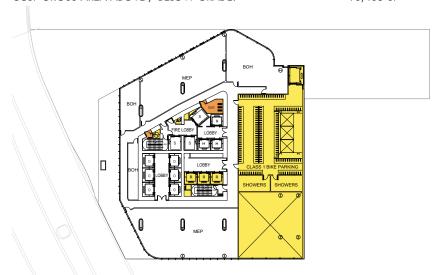
AREA SCHEDULE {2019.12.18}



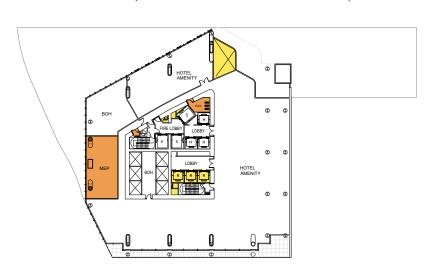
B1 MEZZ. 7,900 SF PERIMETER AREA: DEDUCTS PER SF PLANNING CODE: 5,260 SF CCSF GROSS AREA ABOVE / BELOW GRADE: 2,640 SF



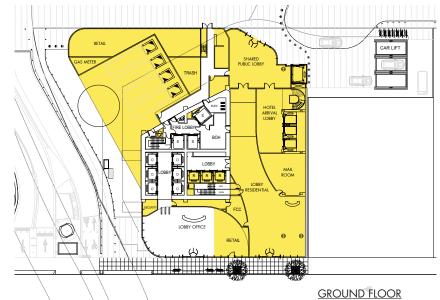
PODIUM - LEVEL 2 19,022 SF PERIMETER AREA: DEDUCTS PER SF PLANNING CODE: 437 SF MEP DEDUCTS PER SF PLANNING CODE: 100 SF CCSF GROSS AREA ABOVE / BELOW GRADE: 18,485 SF



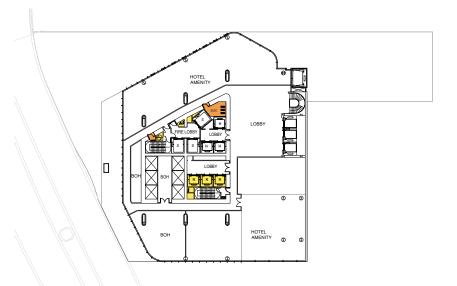
PODIUM - LEVEL 4 PERIMETER AREA: 19,022 SF DEDUCTS PER SF PLANNING CODE: 6,260 SF MEP DEDUCTS PER SF PLANNING CODE: 165 SF 12,507 SF CCSF GROSS AREA ABOVE / BELOW GRADE:



PODIUM - LEVEL 6 PERIMETER AREA: 18,719 SF DEDUCTS PER SF PLANNING CODE: 738 SF MEP DEDUCTS PER SF PLANNING CODE: 1,236 SF 16,745 SF CCSF GROSS AREA ABOVE / BELOW GRADE:



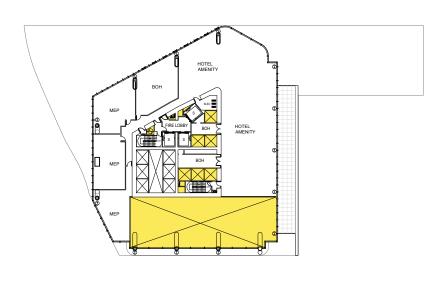
PERIMETER AREA: 23,300 SF 15,986 SF DEDUCTS PER SF PLANNING CODE: CCSF GROSS AREA ABOVE / BELOW GRADE: 6,314 SF



PODIUM - LEVEL 3 PERIMETER AREA: 19,022 SF DEDUCTS PER SF PLANNING CODE: 372 SF MEP DEDUCTS PER SF PLANNING CODE: 165 SF 18,485 SF CCSF GROSS AREA ABOVE / BELOW GRADE:



PODIUM - LEVEL 5 PERIMETER AREA: 19,626 SF DEDUCTS PER SF PLANNING CODE: 13,408 SF MEP DEDUCTS PER SF PLANNING CODE: 165 SF CCSF GROSS AREA ABOVE / BELOW GRADE: 6,053 SF



PODIUM - LEVEL 7 PERIMETER AREA: DEDUCTS PER SF PLANNING CODE: CCSF GROSS AREA ABOVE / BELOW GRADE:

GROSS AREA SUMMARY

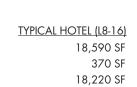
18,158 SF

13,338 SF

4,820 SF

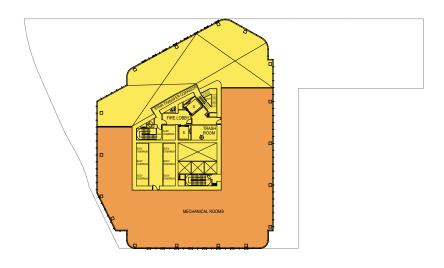


PERIMETER AREA:
DEDUCTS PER SF PLANNING CODE:
CCSF GROSS AREA ABOVE / BELOW GRADE:





PERIMETER AREA: 18,590 SF
DEDUCTS PER SF PLANNING CODE: 386 SF
MEP DEDUCTS PER SF PLANNING CODE: 374 SF
CCSF GROSS AREA ABOVE / BELOW GRADE: 17,830 SF

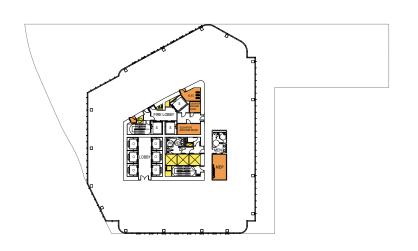


PERIMETER AREA: 17,690 SF
DEDUCTS PER SF PLANNING CODE: 8,946 SF
MEP DEDUCTS PER SF PLANNING CODE: 8,744 SF
CCSF GROSS AREA ABOVE / BELOW GRADE: 0 SF



PERIMETER AREA:
DEDUCTS PER SF PLANNING CODE:
MEP DEDUCTS PER SF PLANNING CODE:
CCSF GROSS AREA ABOVE / BELOW GRADE:

TYPICAL RESIDENTIAL (L34-61) 15,305 SF 258 SF 131 SF 14,916 SF



OFFICE (L17)

18,590 SF

17,578 SF

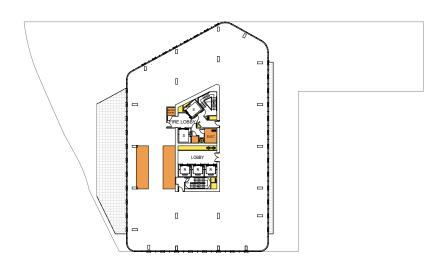
369 SF

643 SF

PERIMETER AREA:
DEDUCTS PER SF PLANNING CODE:
MEP DEDUCTS PER SF PLANNING CODE:
CCSF GROSS AREA ABOVE / BELOW GRADE:

THE LOBS IN THE LO
--

PERIMETER AREA: 07FICE (L31)
PERIMETER AREA: 17,690 SF
DEDUCTS PER SF PLANNING CODE: 386 SF
MEP DEDUCTS PER SF PLANNING CODE: 374 SF
CCSF GROSS AREA ABOVE / BELOW GRADE: 16,930 SF



PERIMETER AREA:

DEDUCTS PER SF PLANNING CODE:

MEP DEDUCTS PER SF PLANNING CODE:

CCSF GROSS AREA ABOVE / BELOW GRADE:

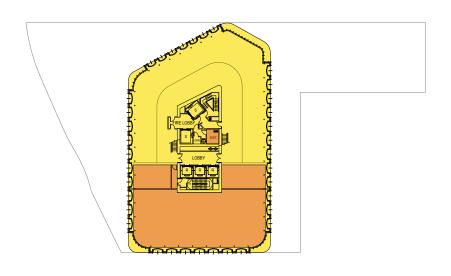
RESIDENTIAL (L33)

15,305 SF

219 SF

674 SF

14,412 SF



PERIMETER AREA:
DEDUCTS PER SF PLANNING CODE:
MEP DEDUCTS PER SF PLANNING CODE:
CCSF GROSS AREA ABOVE / BELOW GRADE:

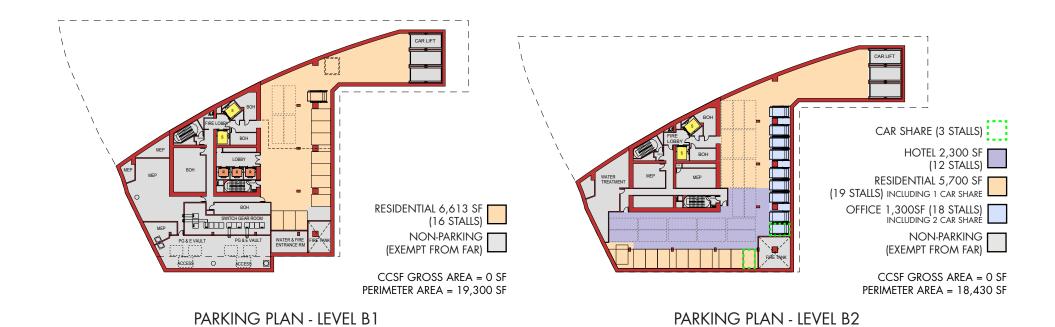
ROOF (L62) 15,305 SF 10,305 SF 5,000 SF 0 SF

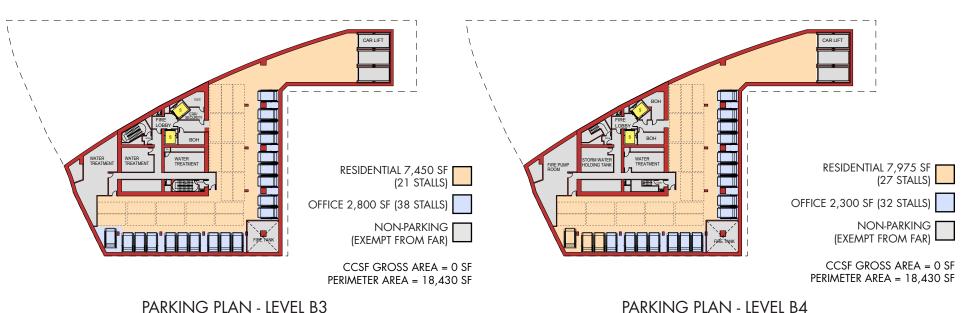
GROSS AREA SUMMARY

PROGRAM	Allowable Parking	Provided Parking	Reference
non-residential	18,625 SF	100 STALLS / 9,700 SF	SF PLANNING CODE SEC 151.1 (c), (d), (f) 3.5% OF GROSS
residential (165 units)	83 STALLS	83 STALLS	SF PLANNING CODE SEC. 151.1 (f) 0.5 CAR PER 1 UNIT
TOTAL		183 STALLS	

NON-RESIDENTIAL ALLOWABLE PARKING CALCULATION	CCSF
OFFICE	275,674 SF
HOTEL	247,765 SF
RETAIL	8,700 SF
TOTAL NON-RESIDENTIAL CCSF	532,139 SF
NON-RESIDENTIAL ALLOWABLE PARKING: 3.5% OF GROSS	18,625 SF

NUMBER OF CAR SHARE PARKING STALLS		Reference
non-residential	2	SF PLANNING CODE SEC 166
DWELLING	1	SF PLANNING CODE SEC. 166
TOTAL CAR SHARE	3	



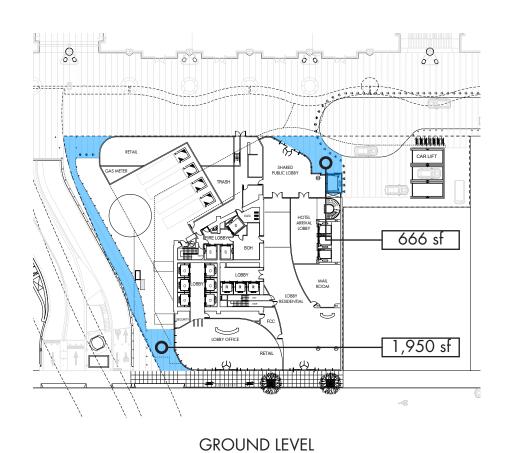


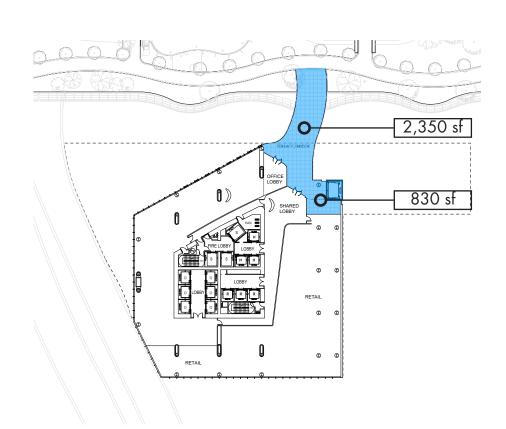
PARKING PLAN - LEVEL B3

PARKING SUMMARY

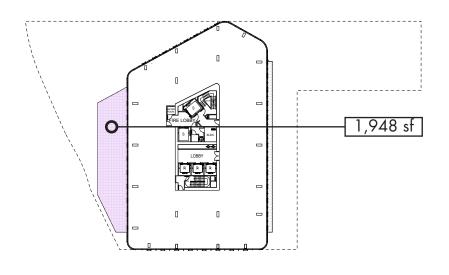
Residential:	165 units	Required Open Space	Proposed Open Space	Notes
48 SF Common Open Space x 165 units	_	7,920	7,494	Roof Top Terrace
			1,948	Terrace at 33L
TOTAL RESIDENTIAL OPEN SPACE		7,920	9,442	Planning Code 138(g)

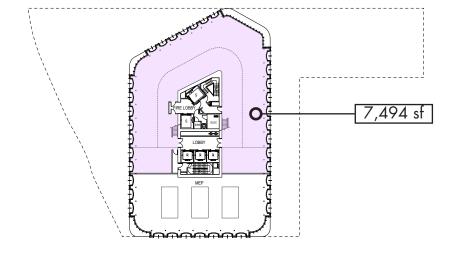
Commercial:	523,439 SF	Required Open Space	Proposed Open Space	Notes
1 SF of open space / 50 SF		10,469	5,000	Bonus (Section 138(j)(1)(F)(iv))
			1,950	Gr. Flr. Passage
			666	Access to Public elevator
			830	Public elevator to Park level (L1-L5)
			2,350	Bridge & Terrace at 5L
TOTAL COMMERCIAL OPEN SPACE		10,469	10,796	Planning Code 138(g)





PODIUM - LEVEL 5





RESIDENTIAL AMENITY - L 33

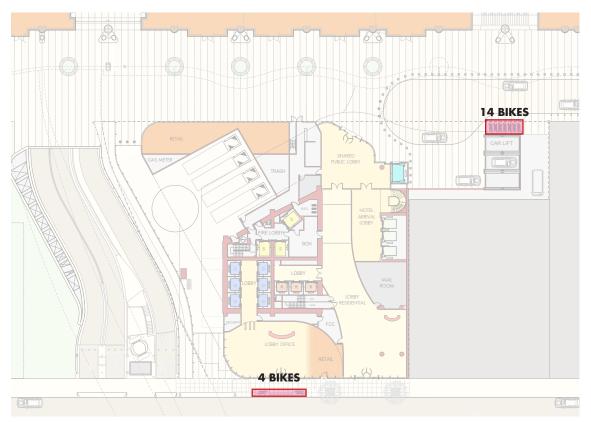
ROOF



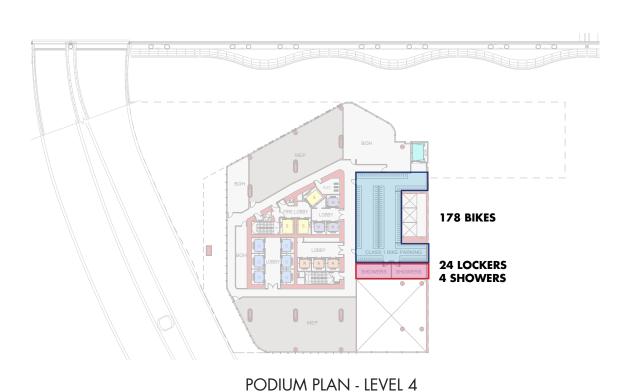
OPEN SPACE SUMMARY

PLANNING CODE COMPLIANCE

	Residential	Hotel	Office	Total No. Required
GSF	-	-	275,674	
# of Units	165	189	-	
Class1 Code	100 Class1 spaces + 1 Class1 space/4units over 100 units	1 Class1 space/30 rooms	1 Class1 spaces/5,000sf	
CLASS1 TOTAL	116.3	6.3	55.1	178
Class2 Code	1 Class2 space/20units	1 Class2 space/30 rooms + 1 Class2 space/5,000 sf of Conf., Meeting Rooms	Min. 2 Spaces for office greater than 5,000SF + 1 Class2 space / add. 50,000 SF	
CLASS2 TOTAL	8.3	18.3	7.4	34



CLASS 2 BIKE PARKING - LEVEL 1
PAY IN LIEU FEE FOR 50% OF CLASS 2 REQUIREMENT (17 SPACES)



BIKE PARKING SUMMARY

CLASS 1 BIKE PARKING

SHOWERS AND LOCKERS

CLASS 2 BIKE PARKING

CODE ITEM	Required/Permitted	Proposed	Action Requested
'P' ZONING CLEAN UP	LOTS 3721-135 AND 3721-138 ZONED C:3-0 (SD) AND 'P'	CHANGE TO C-3-0 (SD) ONLY	ZONING MAP AMENDMENT
RESIDENTIAL FLOOR PLATES [15K SF]	IN THE TCDP, RESITENTIAL FLOOR PLATES FOR SITES >15,000 SF IN AREA ARE	ALLOW RESIDENTIAL 'FOOTPRINT' OF 15,270 SF	LEGISLATIVE AMENDMENT-UNCODIFIED
	LIMITED TO A FOOTPRINT OF 15,000 SF	(Please refer to pp. 14-16 of the Supplemental Diagrams)	
HEIGHT LIMIT	[LOT 16 & 136 (portion) = 450-5	HEIGHT MAP AMENDMENT TO RECLASSIFY WESTERN PORTION OF LOT 16	ZONING MAP
AND BULK DISTRICT	LOT 135, 136 (portion) & 138 = 750-S 2 7.5% ADDITION MAY EXTEND ABOVE THE PERMITTED HEIGHT	THE 750-S-2 ZONE ON PORTION OF LOT 136 AT NORTHEASTEARN EDGE OF	AMENDMENT
		Tower (245 sf, as depicted in supplemental diagrams); reclassify Northwest portion of site to 450-s (4,576 sf, as depicted in	
		SUPPLEMENTAL DIAGRAMS). (Please refer to pg. 2 of the Supplemental Diagrams).	
GENERAL PLAN CONSISTENCY WITH ZONING	STATE LAW REQUIRES THE GENERAL PLAN (DOWNTOWN PLAN AND TRANSIT CENTER DISTRICT PLAN ("TCDP") TO BE CONSISTENT WITH ZONING.	REVISE DOWNTOWN PLAN LAND USE MAP (MAP 1) TO CONFORM TO TCDP AND CURRENT C:3-0(SD) ZONING; REVISE DOWNTOWN PLAN HEIGHT MAP	GENERAL PLAN AMENDMENT
		(MAP 5) AND TRANSIT CENTER DISTRICT PLAN HEIGHT MAP (FIGURE 1) TO CONFORM TO ZONING HEIGHT MAP AMENDMENT DESCRIBED BELOW	
SETBACKS	ESTABLISH A DISTINCTIVE STREETWALL AT A HEIGHT BETWEEN 50' TO 110' FOR NOT LESS THAN 40% OF THE UNEAR FRONTAGE AT ALL STREET FRONTAGE	FAÇADE PROVIDES GREATER DEGREE OF ARTICULATION UP TO 110' TO KEEP IN CHARACTER WITH THE STREETWALL CONCEPT BUT DOES NOT COMPLY WITH	
(§132.1)	INOT LESS THAIN 40% OF THE LINEAR PROMIAGE AT ALL STREET PROMIAGE	THE 10' SETBACK REQUIREMENT FOR 40% OF THE FRONTAGE ON HOWARD STREET	(§ 309(a)(1))
	SEPARATION OF TOWERS FROM AN INTERIOR PROPERTY LINE	15' SEPARATION OF TOWER FROM INTERIOR PROPERTY LINE UP TO A HEIGHT	309 EXCEPTION
		OF 411' AND 18' SEPARATION FROM 430' UPWARDS (Please refer to pg.17 of the Supplemental Diagrams)	(§ 309(a)(1))
	SEPARATION OF TOWERS AT PUBLIC STREETS		309 EXCEPTION (8 309(a)(1))
		predict to pg. 10 of the Supplemental Diagrams)	
REAR YARD (§134)	25% OF LOT DEPTH IS REQUIRED AT THE LOWEST STORY CONTAINING A DWELLING UNIT AND EACH SUCCEEDING STORY ABOVE	NONE PROVIDED (Please refer to pg.19 of the Supplemental Diagrams)	309 EXCEPTION (§ 309(a)(1))
UNIT EXPOSURE	AT LEAST ONE ROOM THAT MEETS THE 120-SQUARE-FOOT MINIMUM FLOOR AREA SHALL FACE DIRECTLY ON AN OPEN SPACE		309 EXCEPTION (§ 309(a)(14))
(34)	, met vivil a procession of the vivil of environment	(Please refer to pg.8 of the Supplemental Diagrams)	(3 507 (5)(1-4))
OFF STREET LOADING	6 LOADING SPACES REQUIRED	4 PROVIDED	309 EXCEPTION
(§152.1)		(Please refer to pg.9 of the Supplemental Diagrams)	(§ 161(e))
RATIO OF COMMERCIAL TO RESIDENTIAL USAGE	RATIO OF COMMERCIAL TO RESIDENTIAL FOR PARCELS	EXCEPTION TO 2:1 COMMERCIAL TO RESIDENTIAL REQUIREMENT	309 EXCEPTION
[§248(c))	LARGER THAN 15,000 SF GREATER OR EQUAL TO 2:1.		(§ 309(a)(8))
TOUR BUS LOADING	ONE OFF-STREET TOUR BUS LOADING SPACE REQUIRED FOR HOTELS WITH 201-	TEDO OFF CENTET TO US BUILD A DINING CRACES	309 EXCEPTION
(§162(b))	350 ROOMS		(§ 309(a)(7))
BULK AREA REDUCTION (§272)	AVERAGE SIZE OF UPPER 1/3 OF TOWER IS TO BE REDUCED TO 75% OF AVERAGE FLOOR AREA OF THE LOWER TOWER	AVERAGE FLOOR PLATE OF TOP 1/3 REDUCED TO 82% OF LOWER 2/3 AVERAGE FLOOR PLATE	309 EXCEPTION (§ 309(a)(13))
		(Please refer to pp. 4-7 of the Supplemental Diagrams)	
	AVERAGE DIAGONAL DIMENSION OF UPPER 1/3 OF TOWER IS TO BE REDUCED TO 87% OF DIAGONAL DIMENSION OF THE LOWER TOWER	Average upper diagonal reduced to 95 % of Lower 2/3 average diagonal	309 EXCEPTION (§ 309(a)(13))
		(Please refer to pp. 4-7 of the Supplemental Diagrams)	
GARAGE AND LOADING ACCESS (§ 155(r))	CURB CUTS ARE NOT ALLOWED ON HOWARD WHICH IS IDENTIFIED AS AN OFFICIAL CITY BICYCLE ROUTE	INTERRUPT BICYCLE LANE WITH CURB CUT FOR LOADING ACCESS (Please refer to pg. 9 of the Supplemental Diagrams)	VARIANCE
10		r total to pg. 7 of the supplemental Diagrams)	
	NEW ENTRIES ARE NOT ALLOWED ON NATOMA FROM 300 FEET WEST OF	PROVIDE VEHICULAR ACCESS THROUGH NATOMA	309 EXCEPTION
	FIRST STREET.	(Please refer to pg. 9 of the Supplemental Diagrams)	
PARKING & LOADING ENTRANCES		ON HOWARD ST., 35'-8" AND ON NATOMA ST. 64'-6"	VARIANCE
(§ 145(c))	ANY GIVEN STREET FRONTAGE SHALL BE DEVOTED TO PARKING AND LOADING INGRESS AND EGRESS	(Please refer to pg. 9 of the Supplemental Diagrams)	
STREET FRONTAGES	ACTIVE USES SHALL BE PROVIDED WITHIN 25 FEET OF THE BUILDING DEPTH ON	EXCEED LOBBY MAXIMUM FRONTAGE WIDTH ON HOWARD	VARIANCE
(§145.1)	THE GROUND FLOOR. BUILDING LOBBIES ARE CONSIDERED ACTIVE USES SO LONG AS THEY DON'T EXCEED 40 FEET OR 25% OF THE BUILDING FRONTAGE	(Please refer to pg. 10 of the Supplemental Diagrams)	·
Garage and loading access (§ 1.55(r))	ALL OFF-STREET FREIGHT LOADING AND SERVICE VEHICLE SPACES IN THE C-3 DISTRICTS SHALL BE COMPLETELY ENCLOSED	LOADING IS COVERED AND SCREENED FROM PUBLIC VIEW, BUT NOT ENCLOSED DUE TO ANGLE OF ENTRY AND TURNTABLE	VARIANCE

PLANNING CODE EXCEPTIONS



542-550 Howard Street, San Francisco, CA.

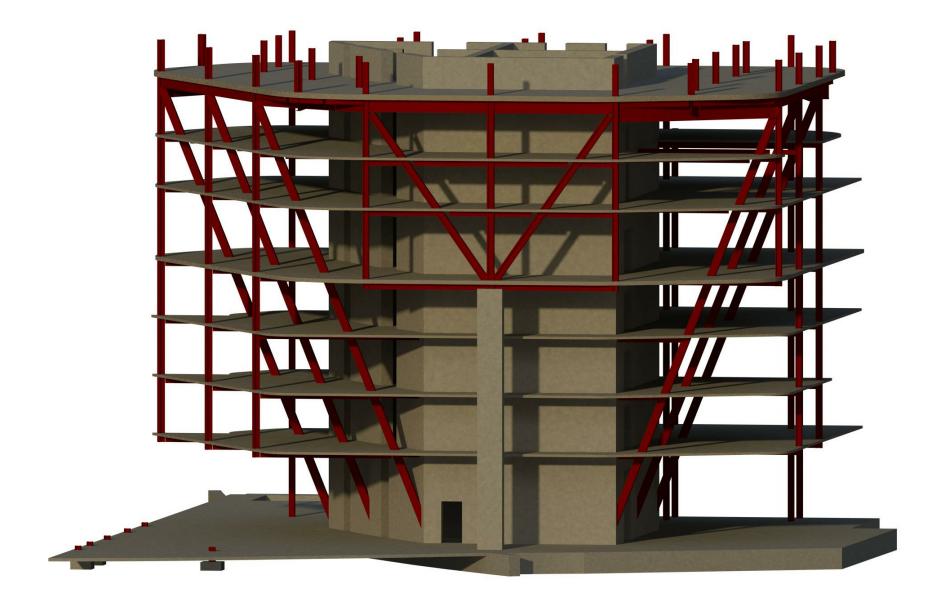
STRUCTURAL SYSTEM MAGNUSSON KLEMENCIC ASSOCIATES

Transbay Parcel F will be approximately 800 feet tall, with a vertical mixed stack of public amenity, retail, hotel, office, and residential programs. The structural design will be performed in accordance with the 2013 San Francisco Building Code, including the San Francisco Department of Building Inspection Administrative Bulletin AB083, utilizing a non-prescriptive seismic design with a ductile shear wall core.

The tower columns and core walls will be founded on large diameter drilled shafts into the Franciscan Bedrock. Beneath the core, a thick mat foundation will distribute the wall loads to the drilled shafts and minimize differential settlement. Beyond the core, a thinner mat will resist hydrostatic uplift forces.

The below grade structure will consist of concrete flat plate slabs and concrete walls and columns. Through the podium, hotel and office levels, the structural floor framing system will consist of structural steel beams and columns with concrete on metal deck. In the residential levels, the structural system will consist of concrete post-tensioned flat slabs and concrete columns.

The most unique aspect of the structure is the column transfer condition at the base of the tower. With the northern and western portions of the tower being over the TJPA easements at and below grade, the structural columns will be sloped back to the core over 8 levels equally on opposing sides of the building. This equal and opposite column sloping with allow for balance of the structure minimizing the horizontal force on the core.



BUILDING INFORMATION MODEL OF BASE TRANSFER



HKS ARCHITECTS

TRANSIT ORIENTED DEVELOPMENT

The project is a Transit Oriented Development (TOD) in downtown San Francisco, adjacent to the Salesforce Transit Center, a multi-model transportation hub. The site is very walkable and bikable as well.

HIGH PERFORMANCE FACADE

The project will optimize energy performance through a high performance facade with integrated solar shading.

STORMWATER AND RAINWATER HARVESTING

The project will utilize alternate sources of water from stormwater and rainwater for flushing and landscape irrigation to reduce the water use in the building.

CONSTRUCTION WASTE MANAGEMENT

The project will divert more than 75% of the construction waste from landfills through recycling or reuse.

SUSTAINABLE MATERIALS

The project will utilize sustainable building materials such as responsibly sourced building materials, materials with recycled content and low (VOC) contents.

DAYLIGHT AND VIEWS

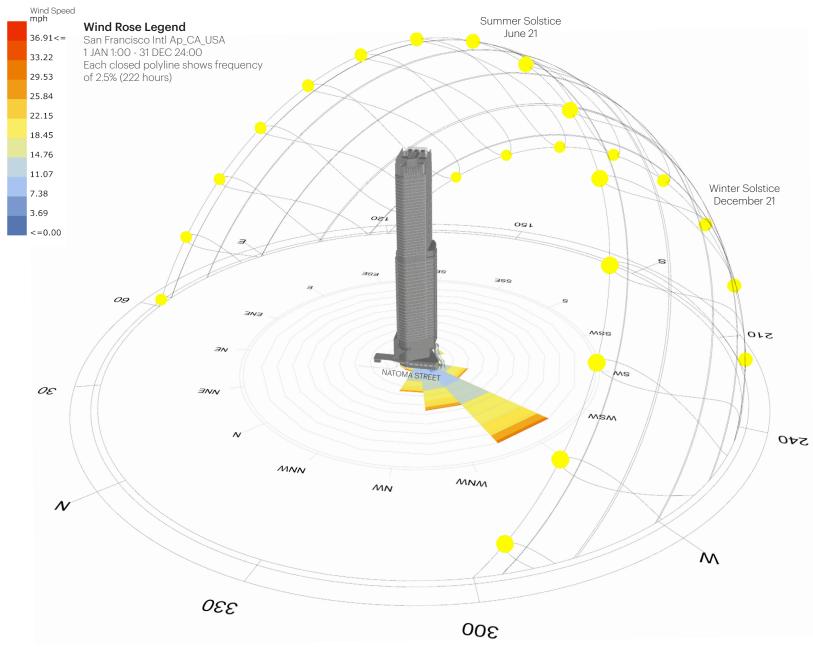
The building will provide natural daylight and quality views to its occupants.

ELECTRIC VEHICLE CHARGING AND PARKING

The project will be equipped with electric vehicle charging stations and preferred parking spaces for clean air/van pool/ electric vehicles.

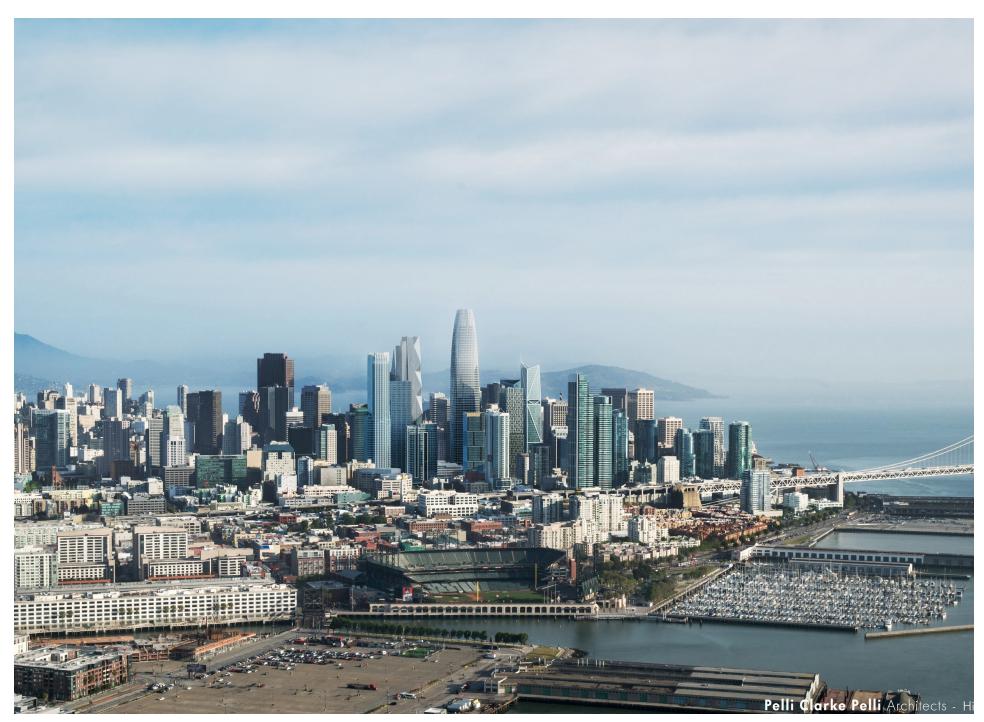
INNOVATION

The project will include unique and innovative approaches to sustainability catered to respond to the local environment where it is located.





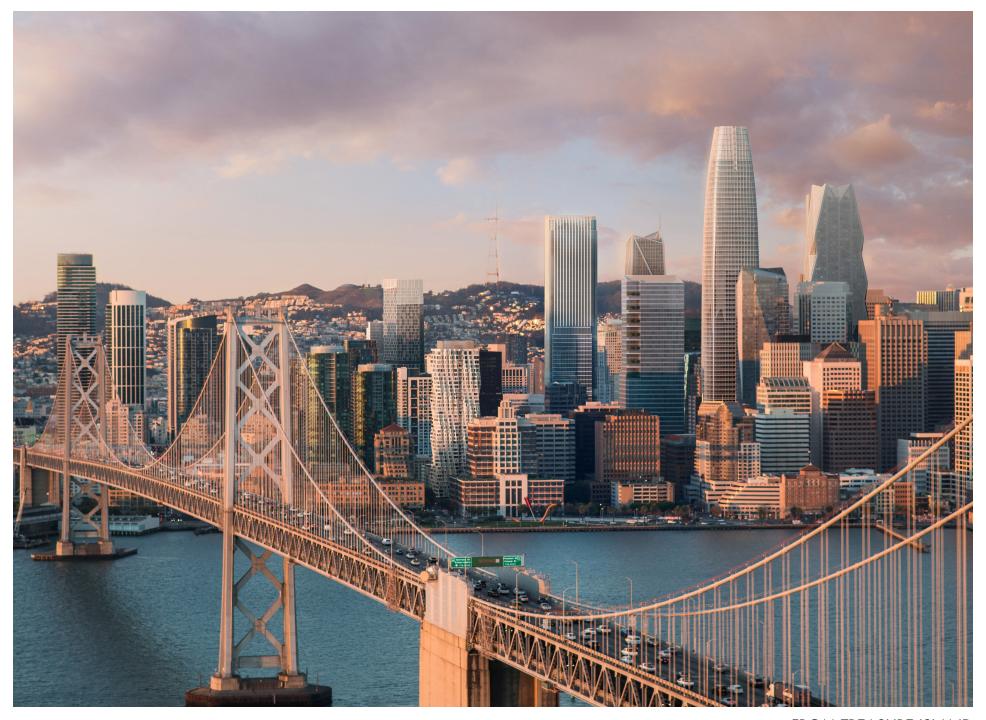
FROM DOLORES PARK



FROM MISSION BAY



AERIAL VIEW OF DOWNTOWN - FACING WEST



FROM TREASURE ISLAND

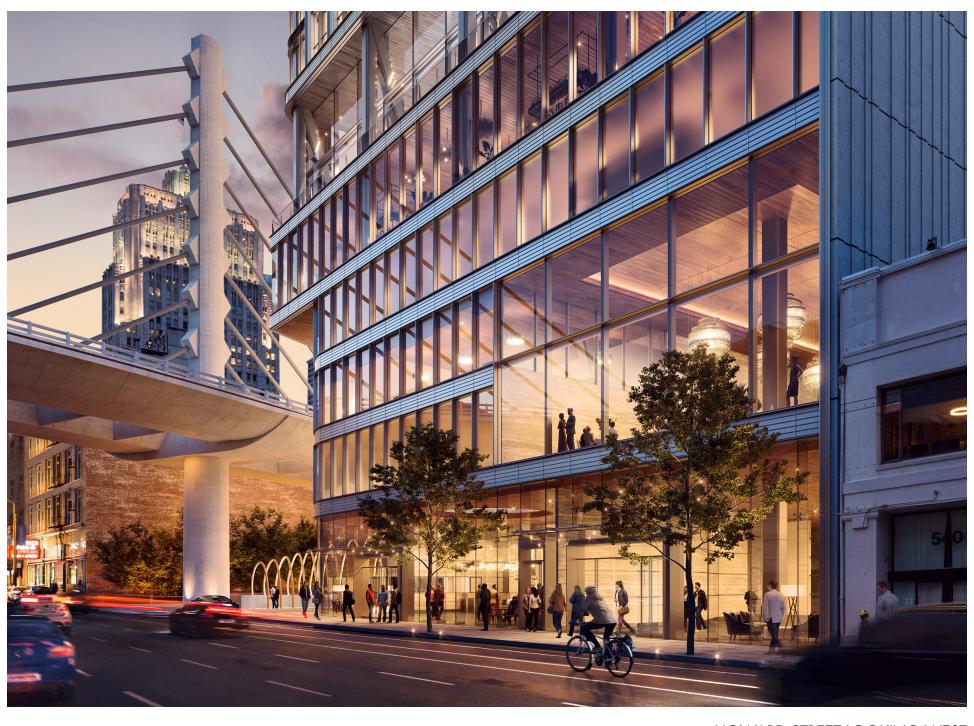


Architectural Submittal 309 Application





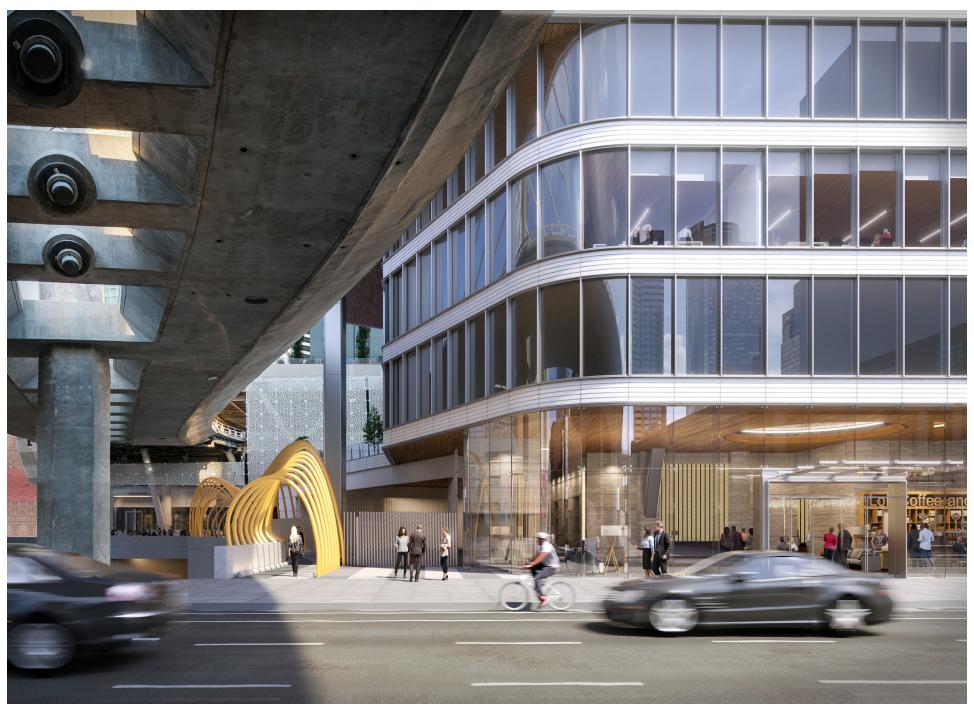


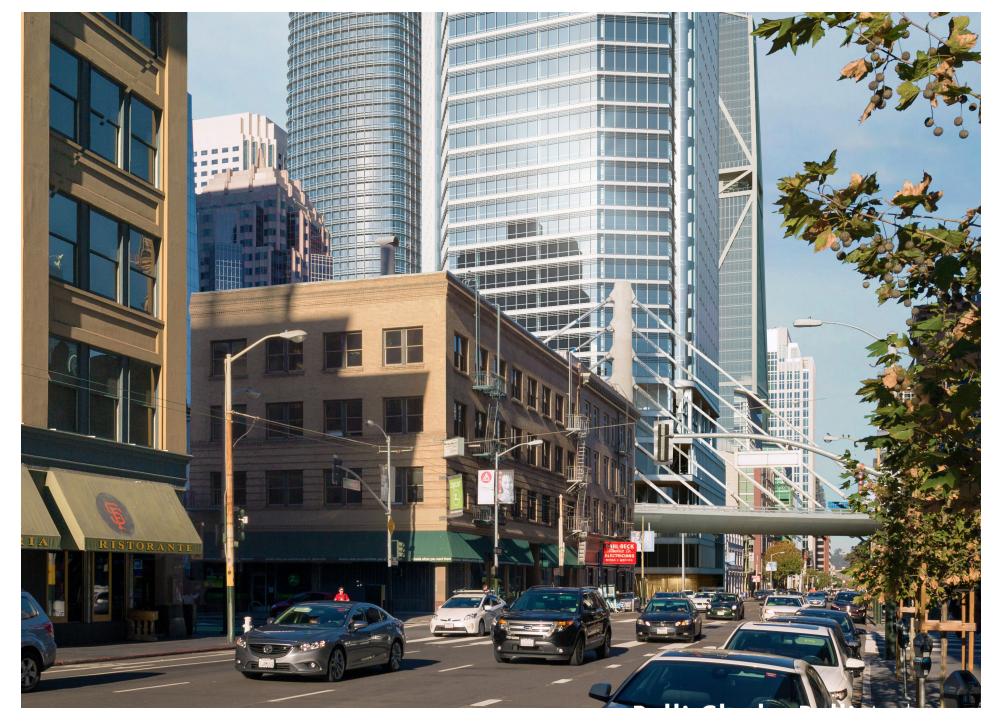


HOWARD STREET LOOKING WEST



HOWARD STREET LOOKING EAST





HOWARD STREET LOOKING EAST



NATOMA STREET LOOKING SOUTH/EAST



NATOMA STREET LOOKING SOUTH/EAST



NATOMA STREET LOOKING SOUTH/EAST



NATOMA STREET LOOKING SOUTH



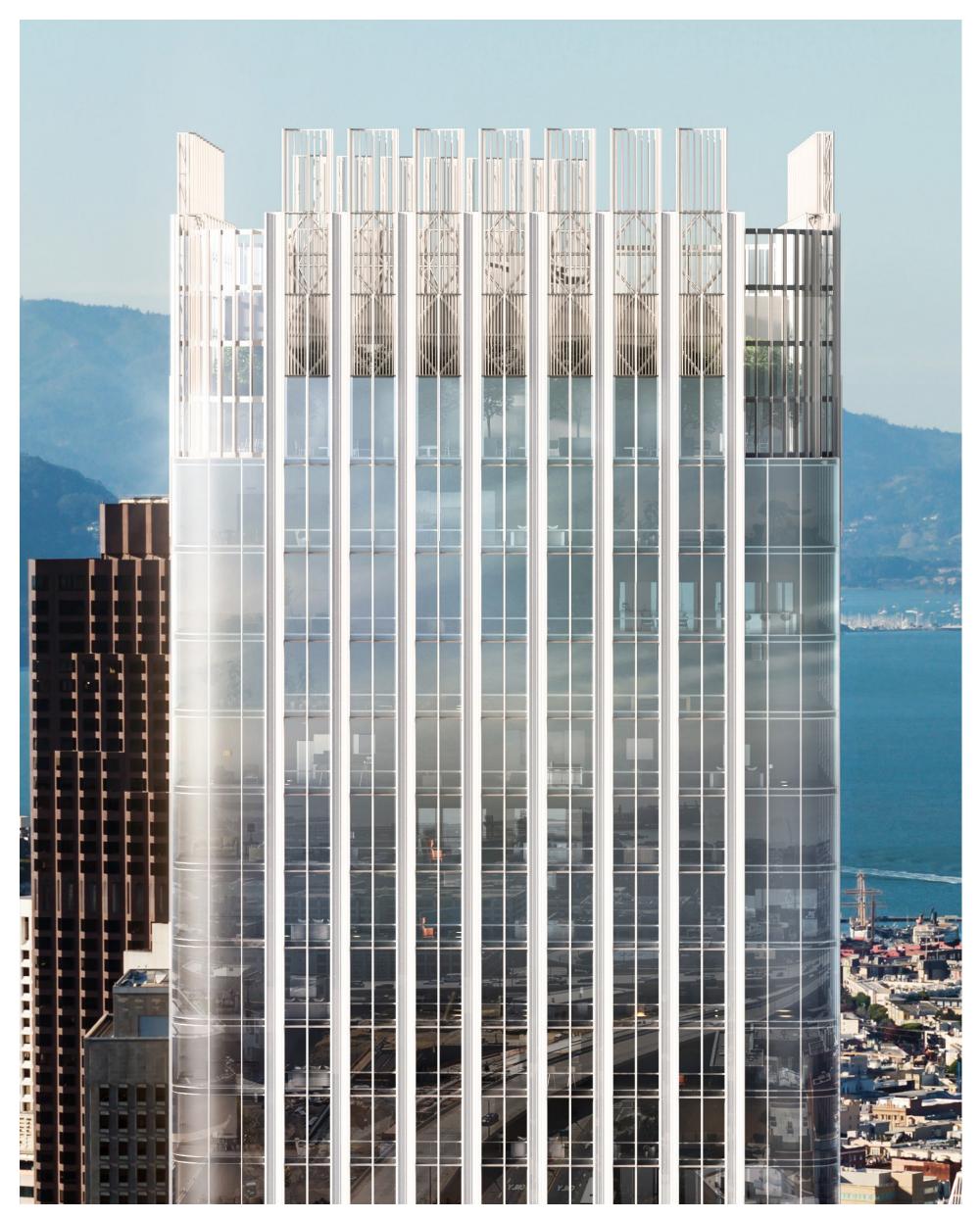
NATOMA STREET LOOKING WEST



VIEW OF BRIDGE CONNECTION AT PARK LEVEL



Architectural Submittal 309 Application



TOWER



THE BODY OF THE TOWER WILL BE CLADDED ON A HIGH PERFORMANCE CLEAR GLASS WITH SLIGHTLY REFLECTIVE COATING

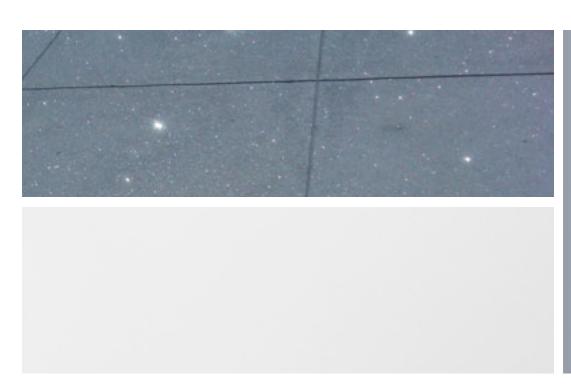
VERTICAL PIERS WITH WARM WHITE MAT FINISH PANELS

GRAY METAL TRIMS & SUNSHADES WITH A SATIN METALLIC FINISH.

 $\underline{\text{NOTE:}}$ The material selection may develop to reflect best practices and cost.



HOWARD STREET



A COMFORTABLE PEDESTRIAN EXPERIENCE AT GROUND LEVEL IS PROVIDED BY A HIGH PERFORMANCE CLEAR GLASS.

VERTICAL PIERS AND HORIZONTAL BANDS WITH WARM WHITE MAT FINISH PANELS.

GRAY METAL TRIMS & SUNSHADES WITH A SATIN METALLIC FINISH.

SIDEWALK TO FOLLOW GUIDANCE ESTABLISHED BY CITY STANDARDS.

 $\begin{tabular}{ll} NOTE: \\ THE MATERIAL SELECTION MAY DEVELOP TO REFLECT BEST PRACTICES AND COST. \\ \end{tabular}$



NATOMA STREET



A COMFORTABLE PEDESTRIAN EXPERIENCE AT GROUND LEVEL IS PROVIDED BY A HIGH PERFORMANCE CLEAR GLASS.

VERTICAL PIERS AND HORIZONTAL BANDS WITH WARM WHITE MATTE FINISH PANELS.

METAL TRIMS & SUNSHADES ON GRAY SATIN FINISH METAL.

SIDEWALK TO FOLLOW GUIDANCE ESTABLISHED BY TJPA, WITH SANDBLASTED CONCRETE BANDING.

 $\begin{tabular}{ll} NOTE: \\ THE MATERIAL SELECTION MAY DEVELOP TO REFLECT BEST PRACTICES AND COST. \\ \end{tabular}$



Parcel F Tower

542-550 Howard Street, San Francisco, CA.
Project Update (12/20/19
Hines & Urban Pacific

Pelli Clarke Pelli Architects pcparch.com

NEW HAVEN NEW YORK SAN FRANCISCO SHANGHAI TOKYO



Parcel F Tower

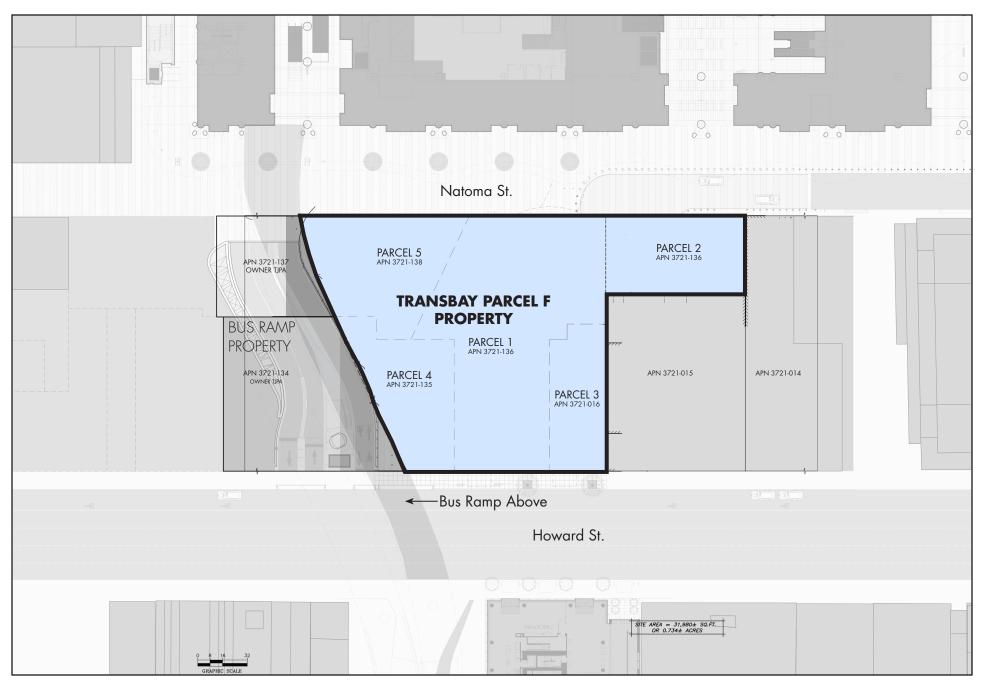
542-550 Howard Street, San Francisco, CA Supplemental Diagrams for 309 Application (12/20/19) Hines & Urban Pacific

Pelli Clarke Pelli Architects pcparch.com

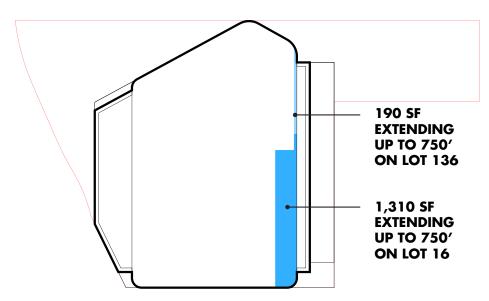
NEW HAVEN NEW YORK SAN FRANCISCO SHANGHAI TOKYO

TABLE OF CONTENTS

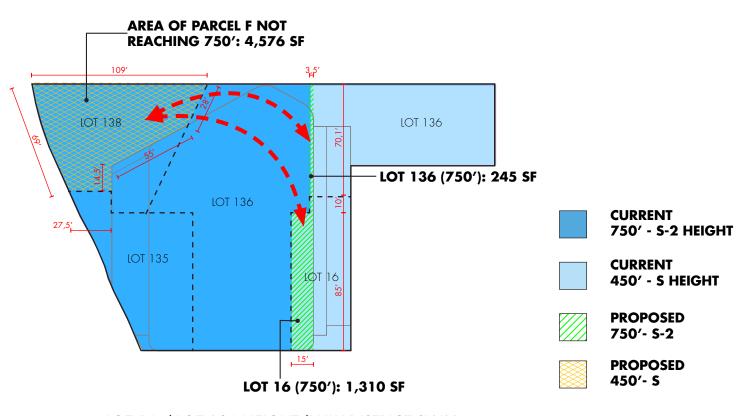
HEIGHT LIMIT & BULK DISTRICT	PAGE 2
NATOMA SETBACK	PAGE 3
BULK AREA REDUCTION	PAGES 4-7
UNIT EXPOSURE	PAGE 8
PARKING & LOADING ENTRANCES	PAGE 9
ACTIVE FRONTAGE	PAGE 10
BETTER STREET PLAN	PAGE 11
TRANSPARENCY & FENESTRATION	PAGE 12
BIRD-SAFE BUILDING	PAGE 13
RESIDENTIAL FLOOR PLATE	PAGES 14-16
SETBACKS	PAGE 17-18
REAR YARD	PAGE 19
LOADING DOCK AREA	PAGE 21



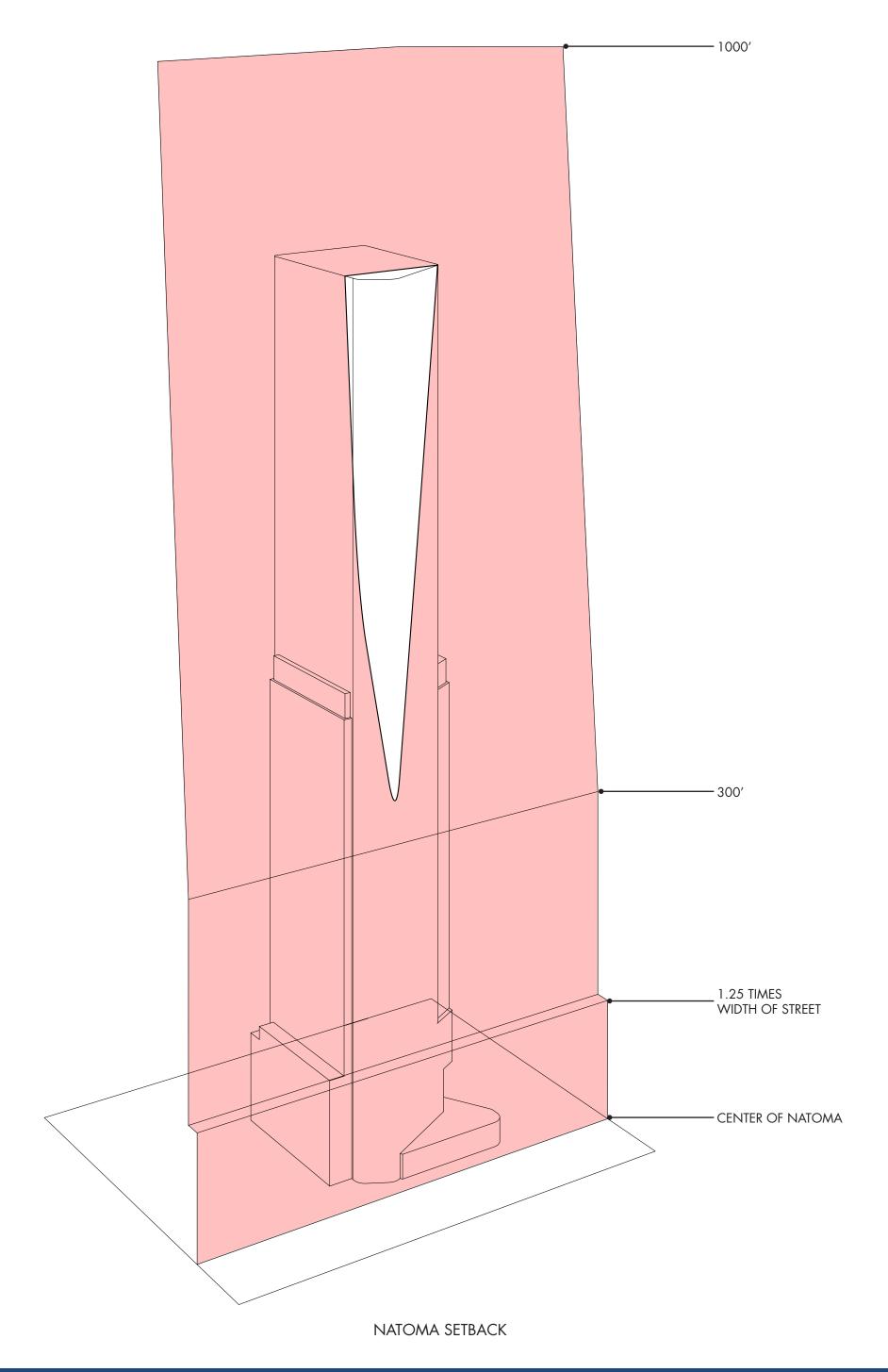
SITE PLAN/PARCELIZATION

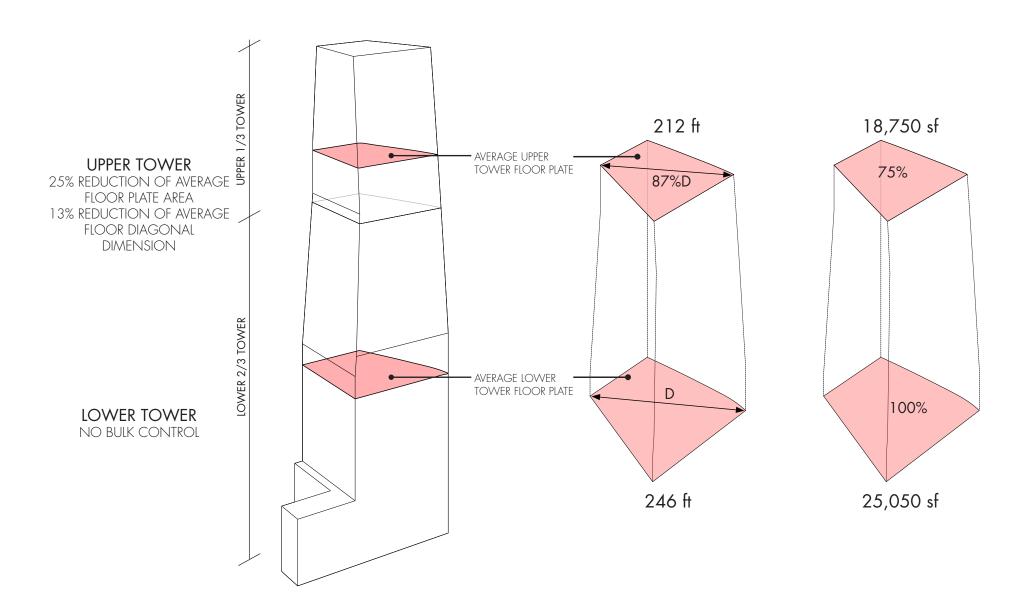


PORTION OF BUILDING AREA REQUIRING RE-CLASSIFICATION TO 750-S-2

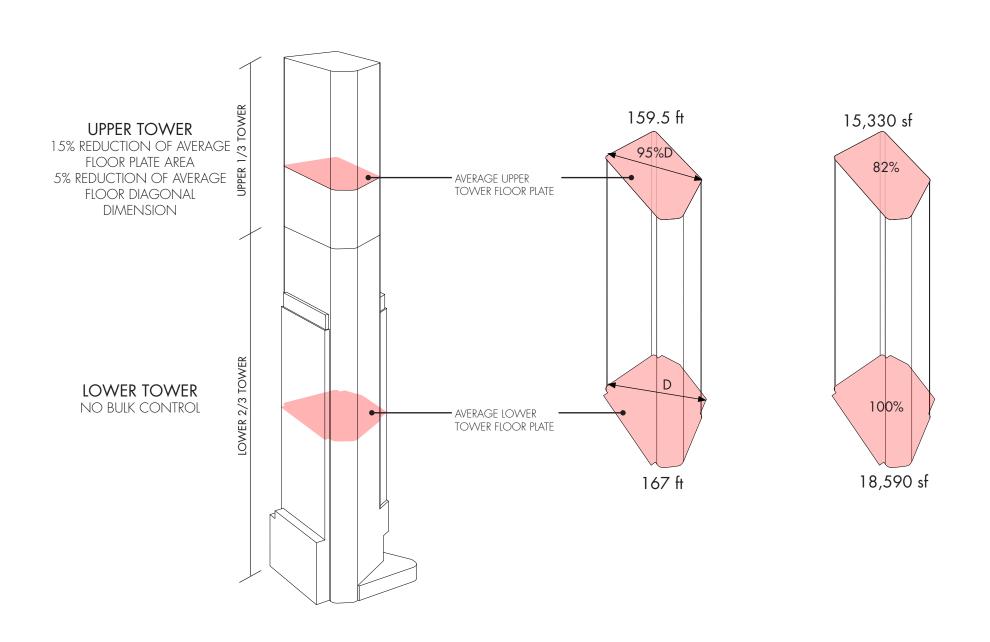


LOT 16 / LOT 136 HEIGHT/BULK DISTRICT SWAP

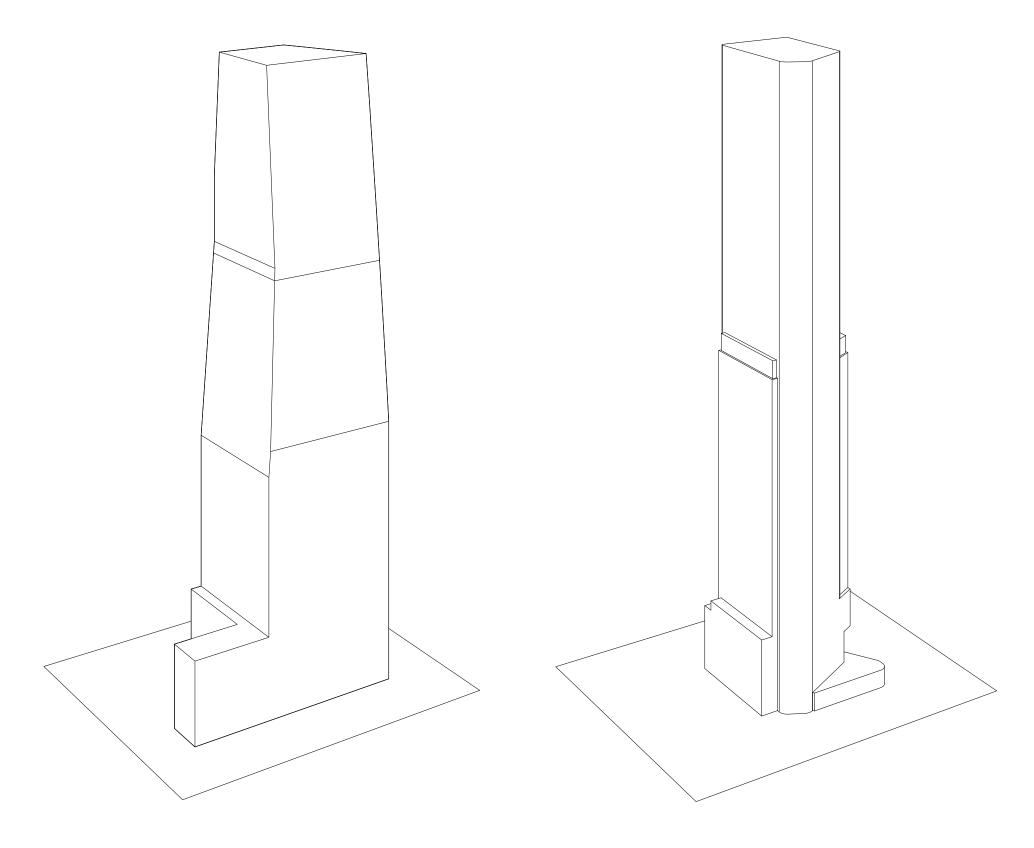




BULK REDUCTION



PROPOSED BULK REDUCTION



VOLUME WITH STRICT ADHERENCE TO SETBACKS AND BULK LIMITS

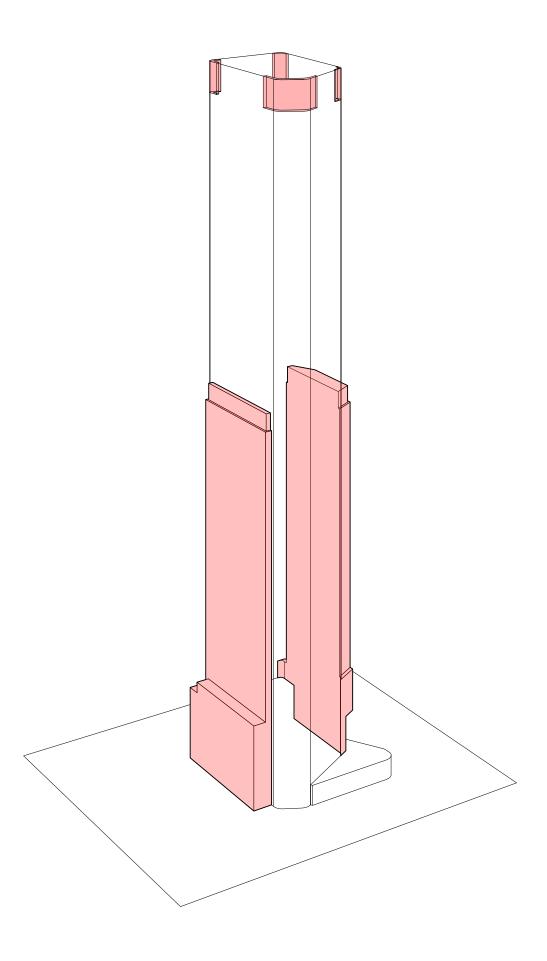
PROPOSED DESIGN

COMPLIANCE WITH SECTION 272.1 CRITERIA

ACHIEVEMENT OF A DISTINCTLY BETTER DESIGN, IN BOTH A PUBLIC AND A PRIVATE SENSE, THAN WOULD BE POSSIBLE WITH STRICT ADHERENCE TO THE BULK LIMITS, AVOIDING AN UNNECESSARY PRESCRIPTION OF BUILDING FORM WHILE CARRYING OUT THE INTENT OF THE BULK LIMITS AND THE PRINCIPLES AND POLICIES OF THE MASTER PLAN;

COMPLIANCE WITH SECTION 272.4D CRITERIA

COMPENSATION FOR THOSE PORTIONS OF BUILDING, STRUCTURE OR DEVELOPMENT THAT MAY EXCEED THE BULK LIMITS BY CORRESPONDING REDUCTION OF OTHER PORTIONS BELOW THE MAXIMUM BULK PERMITTED

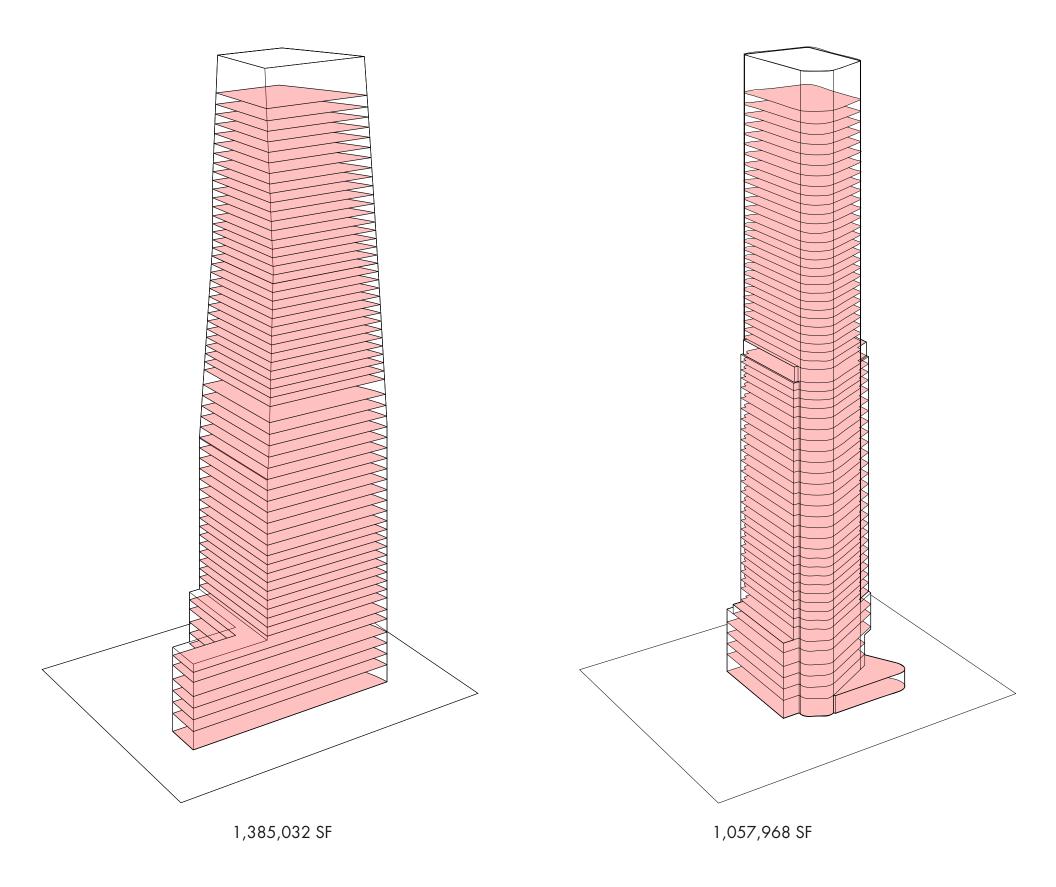


COMPLIANCE WITH SECTION 272.4A CRITERIA

MAJOR VARIATIONS IN THE PLANES OF WALL SURFACES, IN EITHER DEPTH OR DIRECTION, THAT SIGNIFICANTLY ALTER THE MASS.

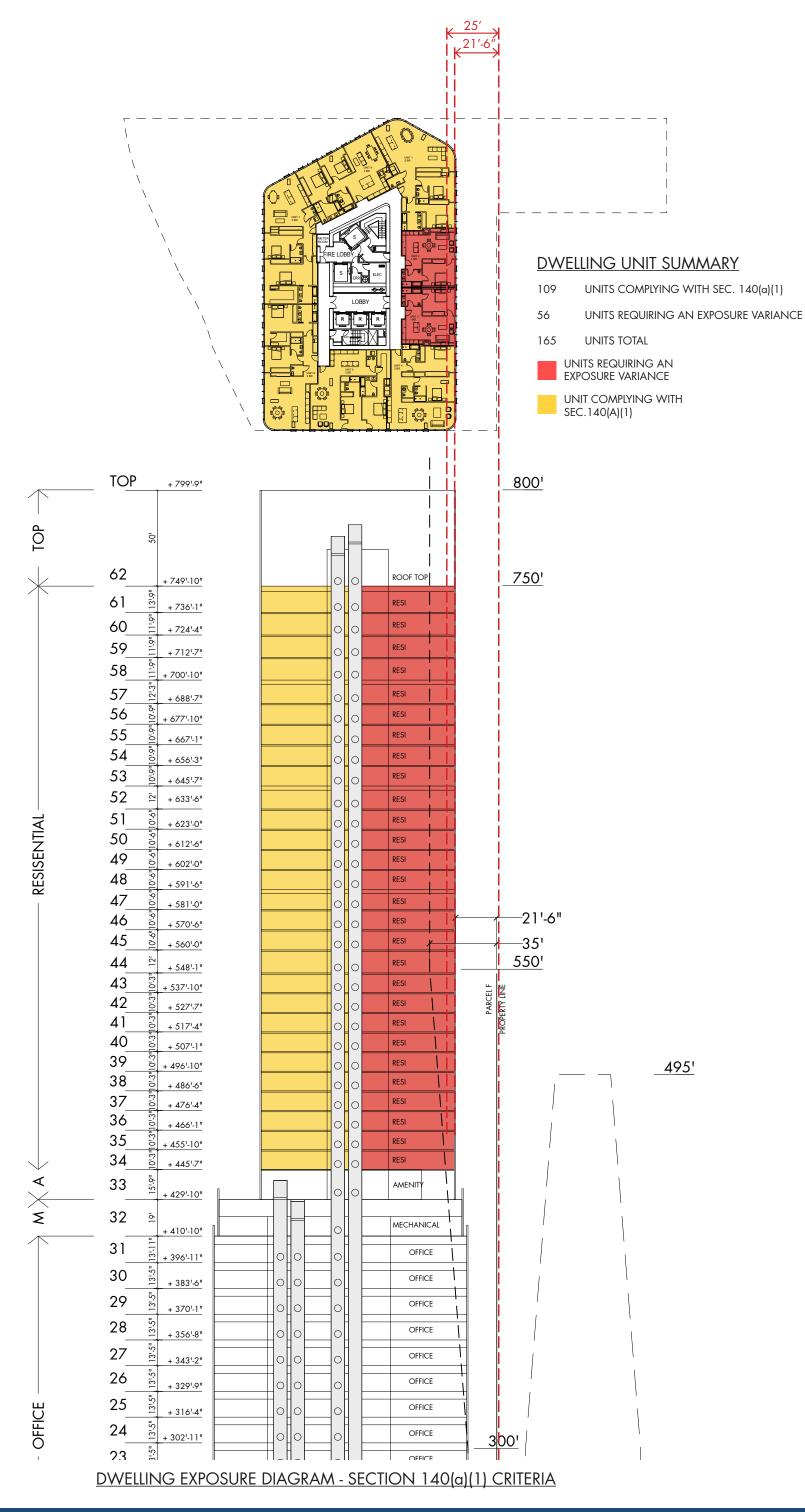
COMPLIANCE WITH SECTION 272.4B CRITERIA

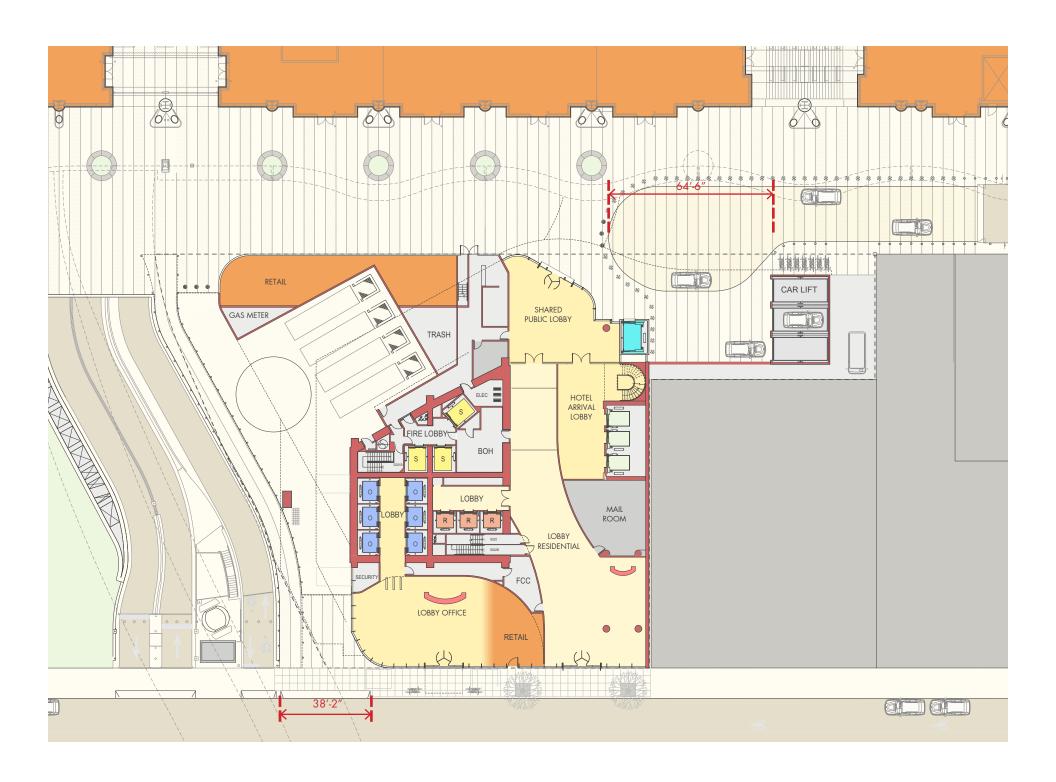
SIGNIFICANT DIFFERENCES IN THE HEIGHTS OF VARIOUS PORTIONS OF THE BUILDING, STRUCTURE OR DEVELOPMENT THAT DIVIDE THE MASS INTO DISTINCT ELEMENTS.



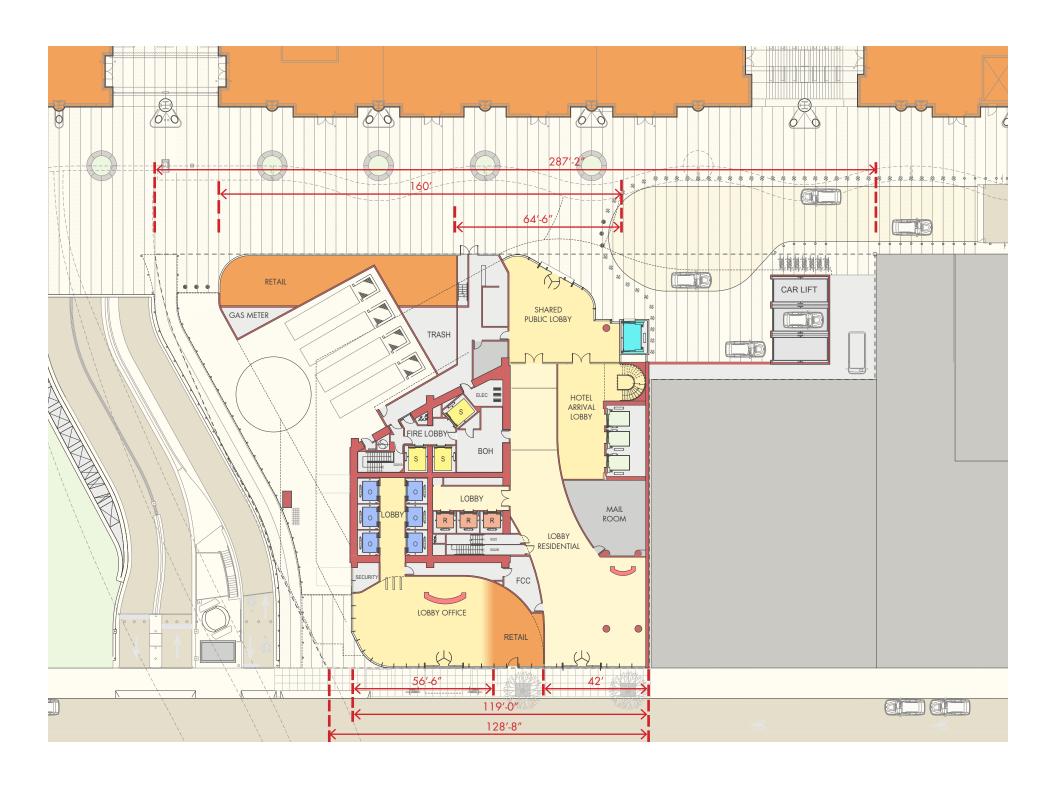
COMPLIANCE WITH SECTION 272.6 CRITERIA

EXCEPTIONS TO BULK LIMITS SHALL NOT RESULT IN A BUILDING OF GREATER TOTAL GROSS FLOOR AREA THAN WOULD BE PERMITTED IF THE BULK LIMITS WERE MET.

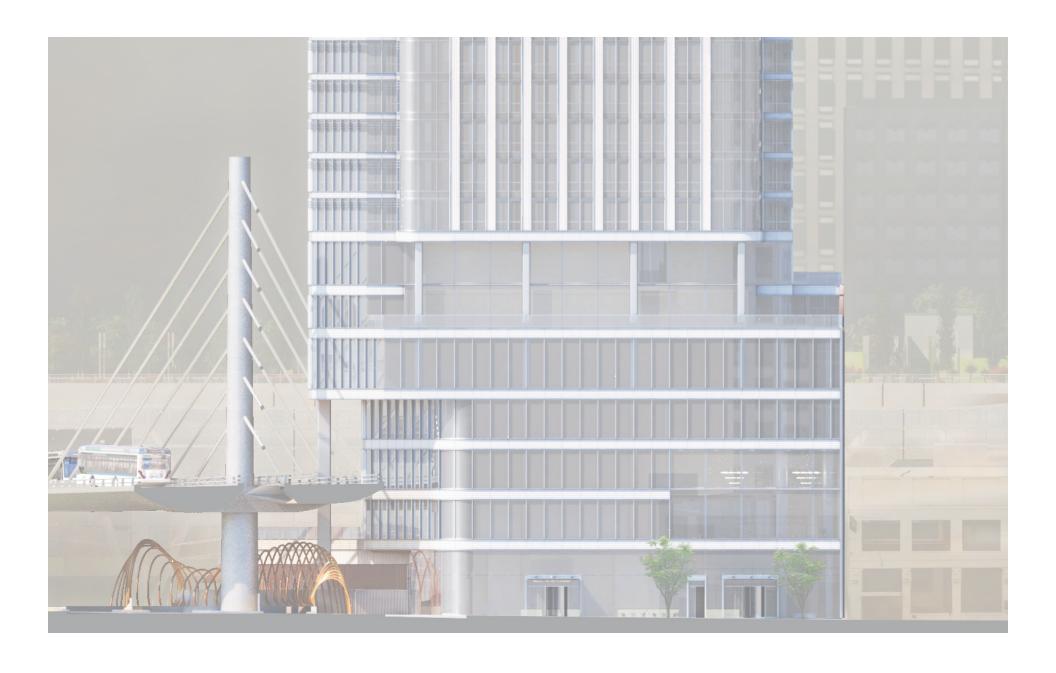


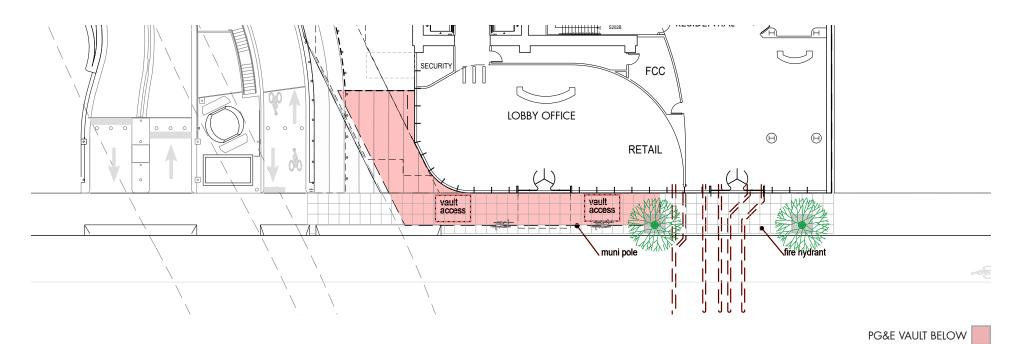


PARKING / LOADING ENTRANCES - SECTION 145 CRITERIA

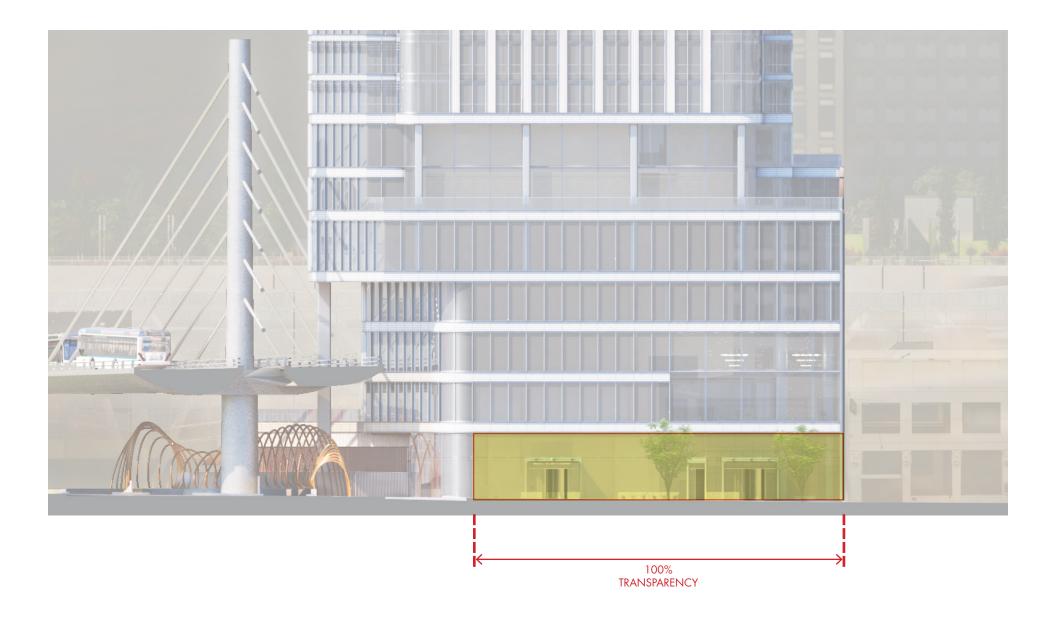


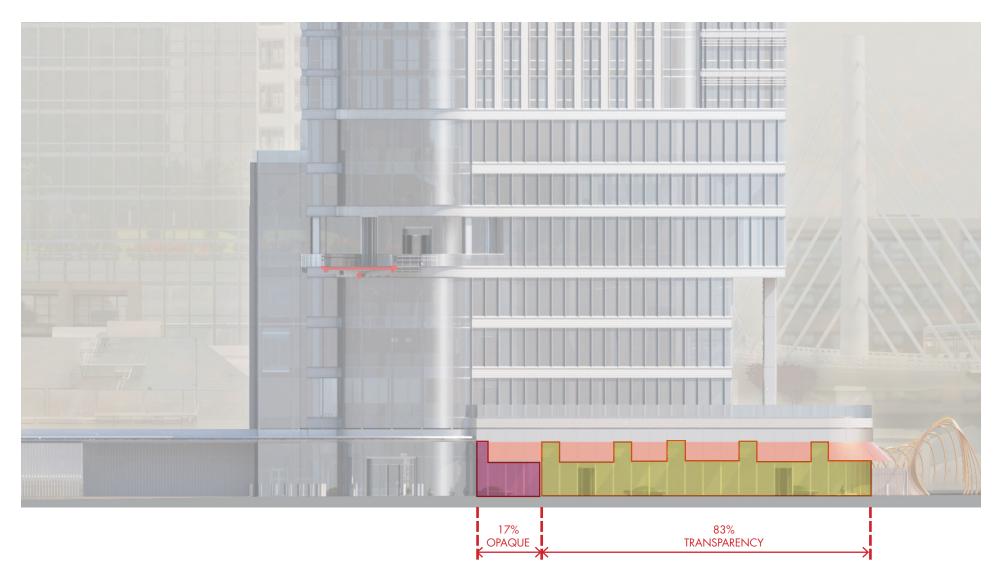
ACTIVE FRONTAGE DIAGRAM - SECTION 145.1 CRITERIA

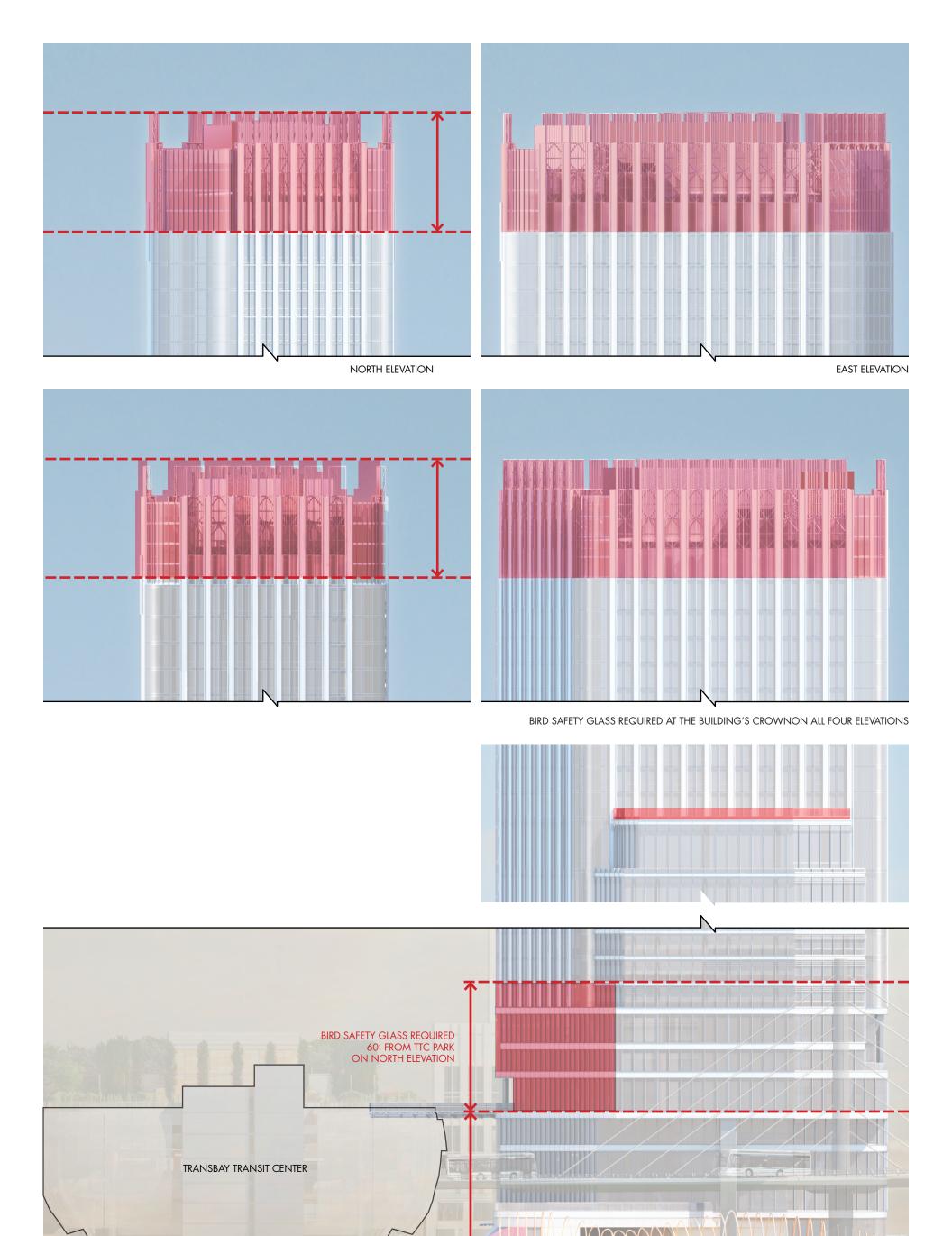




- $\hbox{-} STORM/SEWER, PG\&E VAULT \& INCOMING UTILITIES LIMIT THE POSSIBILITY OF PLANTING NEW TREES ALONG HOWARD ST.\\$
- PROPOSED TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJPA AND UTILITY COMPANIES





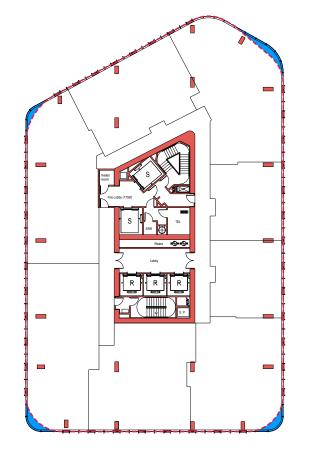


BIRD SAFETY GLAZING WILL BE PROVIDED ON ALL FEATURE RELATED HAZARDS NOT YET DETERMINED - PER SECTION 139 OF PLANNING CODE.

COMPLIANCE WITH SECTION 139 CRITERIA

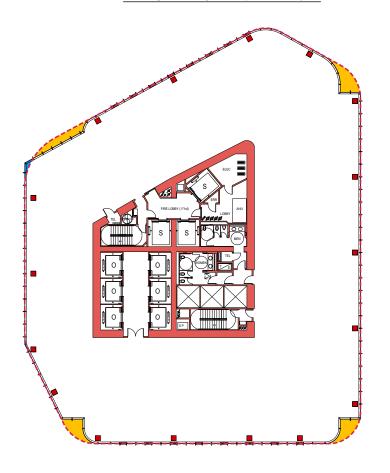
542-550 Howard Street, San Francisco, CA.

WEST ELEVATION



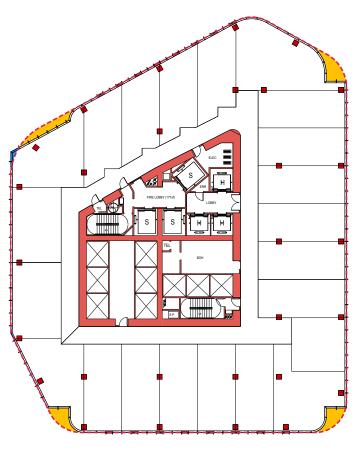
PREVIOUS FLOOR PLATE: 15,000 SF REVISED FLOOR PLATE: 15,305 SF 305 SF ADDITION PER FLOOR PLATE

TYPICAL RESIDENTIAL LEVEL



PREVIOUS FLOOR PLATE:18,750 SF REVISED FLOOR PLATE:18,590 SF 160 SF LOSS PER FLOOR PLATE

TYPICAL OFFICE LEVEL



PREVIOUS FLOOR PLATE:18,750 SF REVISED FLOOR PLATE:18,590 SF 160 SF LOSS PER FLOOR PLATE

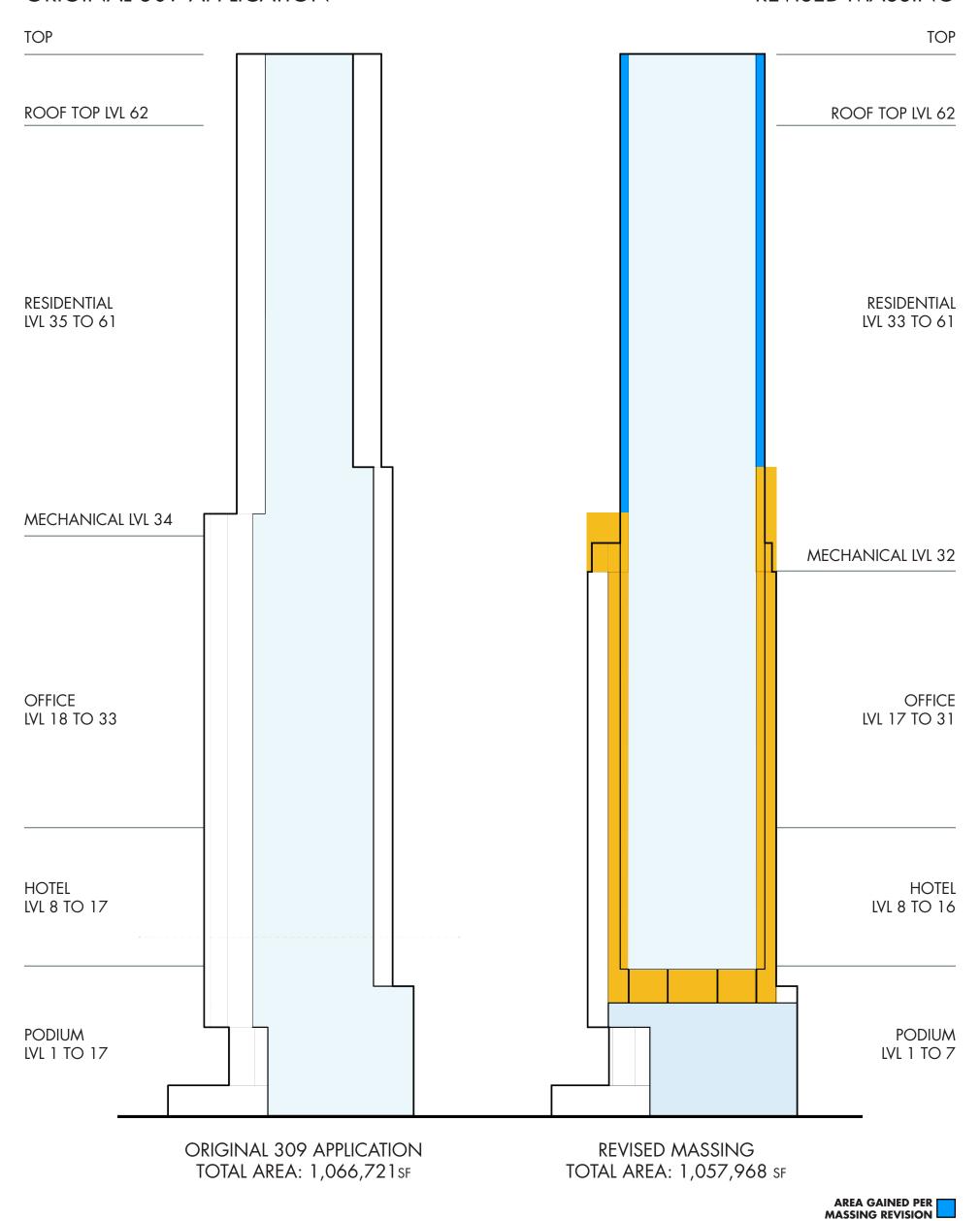
AREA GAINED PER MASSING REVISION

AREA LOSS PER MASSING REVISION

Parcel F Tower

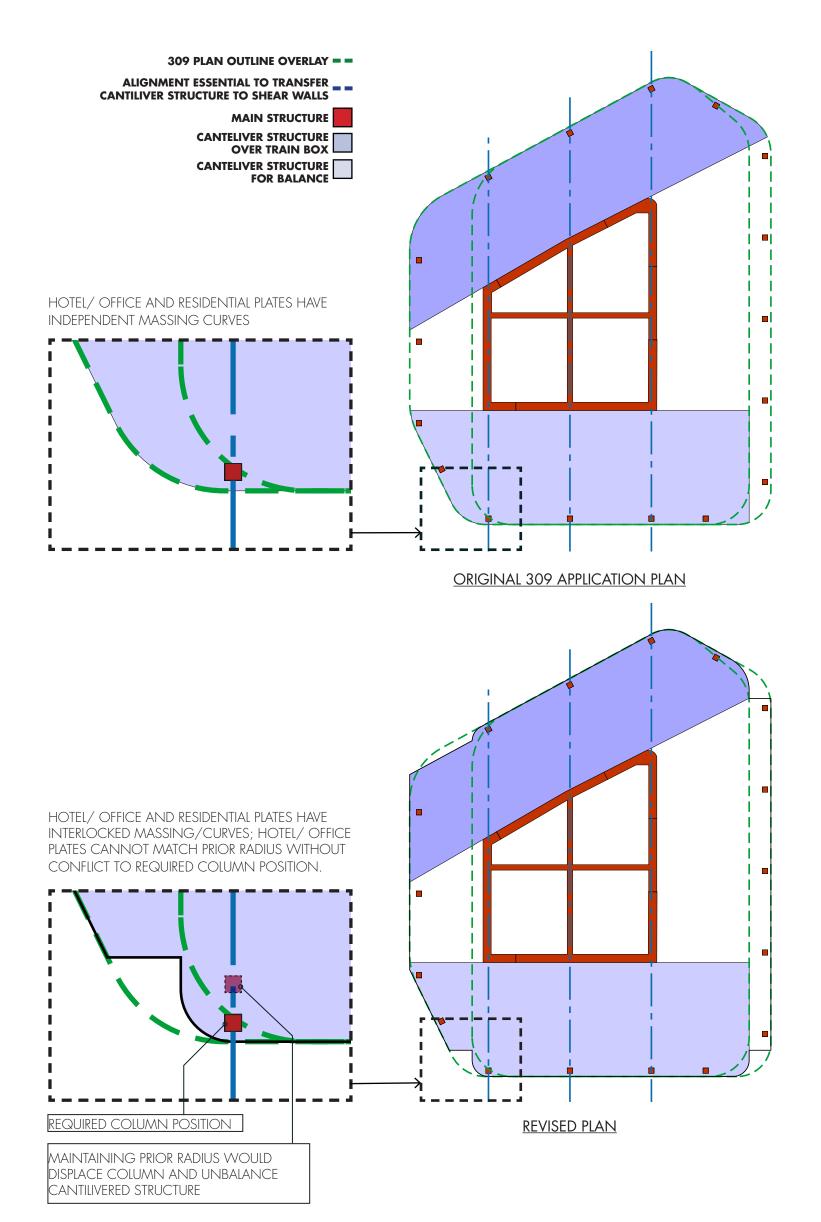
ORIGINAL 309 APPLICATION

REVISED MASSING



NET AREA LOSS: 8.753 SF

AREA LOSS PER

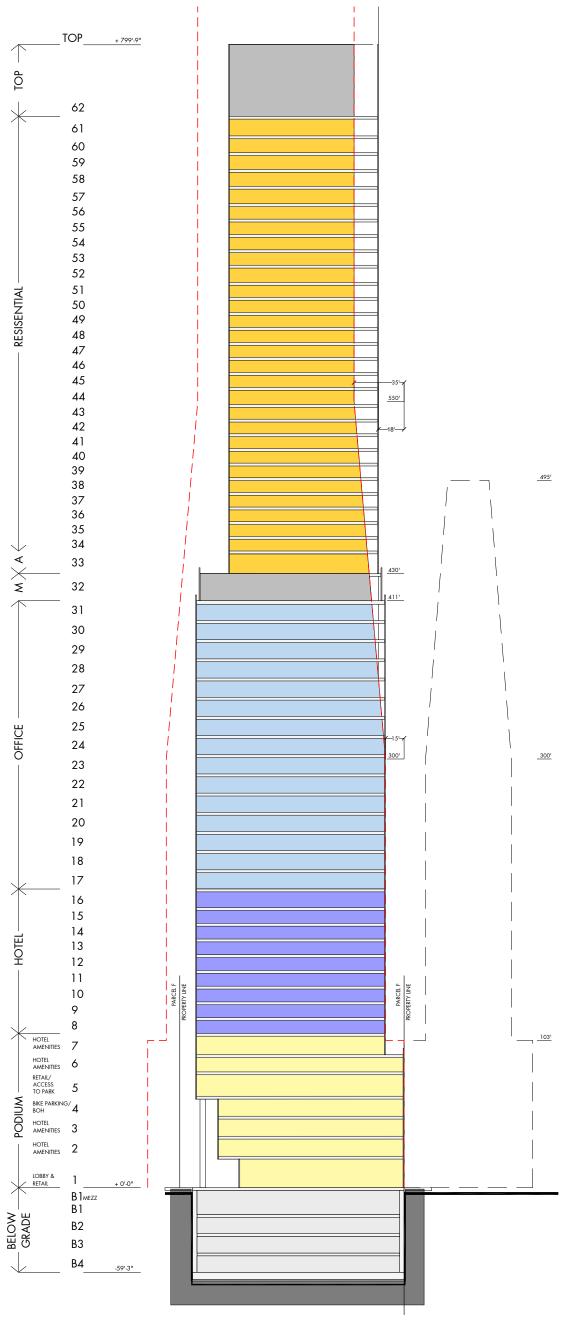


CONFLICT BETWEEN PREVIOUS CORNER RADIUS AND STRUCTURE

THE SPONSOR'S REQUEST FOR AN EXCEPTION TO THE 15,000 SF FLOOR PLATE AREA LIMITATION IS CENTERED AROUND 1) CRITICAL STRUCTURAL REQUIRE-MENTS AND 2) AREA-NEUTRAL/NEGATIVE DESIGN CONSIDERATIONS DEVELOPED IN CLOSE COLLABORATION WITH UDAT STAFF.

PARCEL F'S UNIQUELY CONSTRAINED SITE DRIVES A COMPLEX AND SOPHISTICATED STRUCTURAL SYSTEM. IN PARTICULAR, THE NEED TO 1) PRECISELY PLACE REQUIRED STRUCTURAL ELEMENTS, AS WELL AS 2) BALANCE FLOOR PLATE AREAS AROUND THE CORE TO SUPPORT THE DESIGN'S SIGNIFICANT CANTILE-VER, PROVIDE VERY LIMITED FLEXIBILITY TO ALTER THE STRUCTURAL SYSTEM IN RESPONSE TO DESIGN CRITERIA. FOR THE RESIDENTIAL FLOORS, THE ABILITY TO SHRINK THE PLATES BY MOVING EXTERIOR WALLS INDEPENDENTLY OR IN CONJUNCTION, OR BY ADJUSTING THE RADIUS OF THE CORNERS, CAUSES IMMEDIATE CONFLICTS WITH THE PROJECT'S OVERALL STRUCTURE. THE DIAGRAM ABOVE ILLUSTRATES THIS CONFLICT AS PERTAINS TO THE ABILITY OF STRUCTURAL ELEMENTS IN THE LOWER FLOORS TO SUPPORT THE RESIDENTIAL PLATE CORNERS ABOVE.

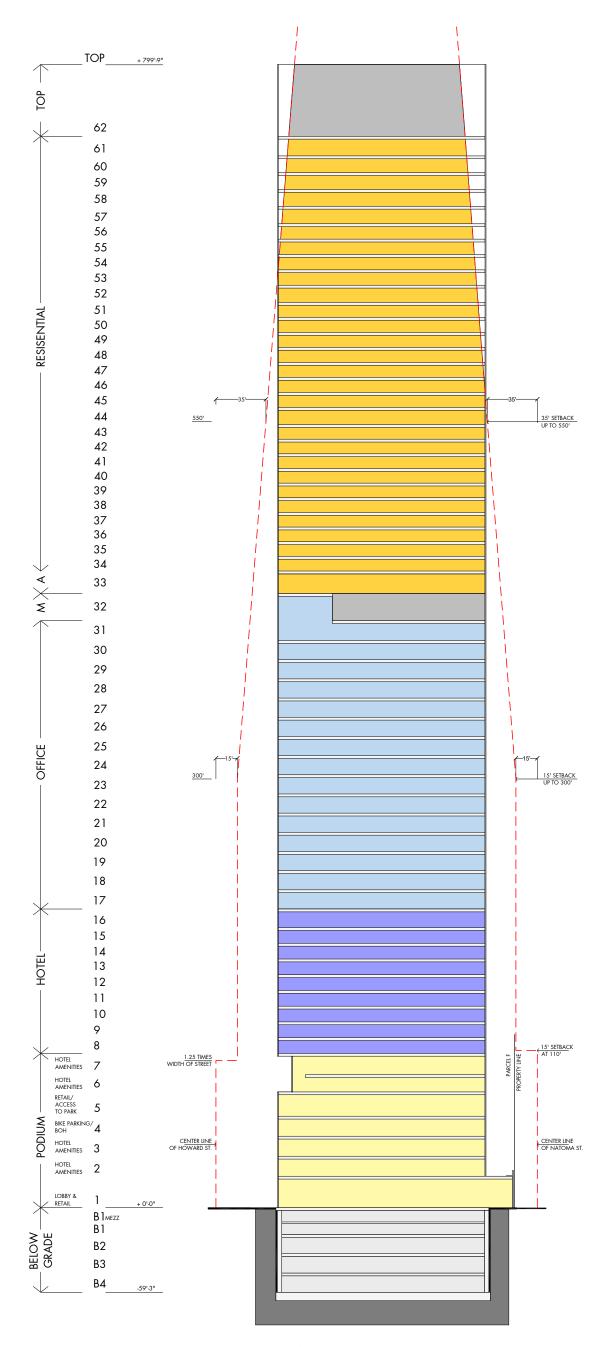
THE PROJECT'S MAJOR DESIGN FEATURES, DEVELOPED IN CONJUNCTION WITH UDAT STAFF, ALSO LIMIT THE ABILITY TO ADJUST FLOOR PLATE DIMENSIONS. SPECIFICALLY, THE DESIGN'S ICONIC VERTICALITY INTERLOCKS THE RESIDENTIAL PLATE (AND ITS MAJOR DIMENSIONS) WITH THE FLOOR PLATES BELOW, PRECLUDING INDEPENDENT ADJUSTMENT. THE TIGHT RADIUSING OF THE CORNERS FEATURED IN THE DESIGN (AND SHARED WITH THE COMMERCIAL PLATES BELOW) ALSO PRECLUDES FURTHER CONCESSIONS IN AREA DUE TO LIMITATIONS IN CURTAIN WALL FABRICATION/CONSTRUCTABILITY. COMPROMISING THESE ELEMENTS IS INCONSISTENT WITH THE COLLABORATIVE DESIGN VISION ESTABLISHED WITH STAFF, AND DISCOUNTS THE PRAGMATIC RATIONALE FOR THE PURSUIT OF THIS EXCEPTION.



INTERIOR SETBACK

PER PAGE 7/ SECTION 272.6, TOTAL AREA REDUCTION RELATIVE TO PRESCRIBED BULK ENVELOPE IS 327,064 SF

SETBACKS



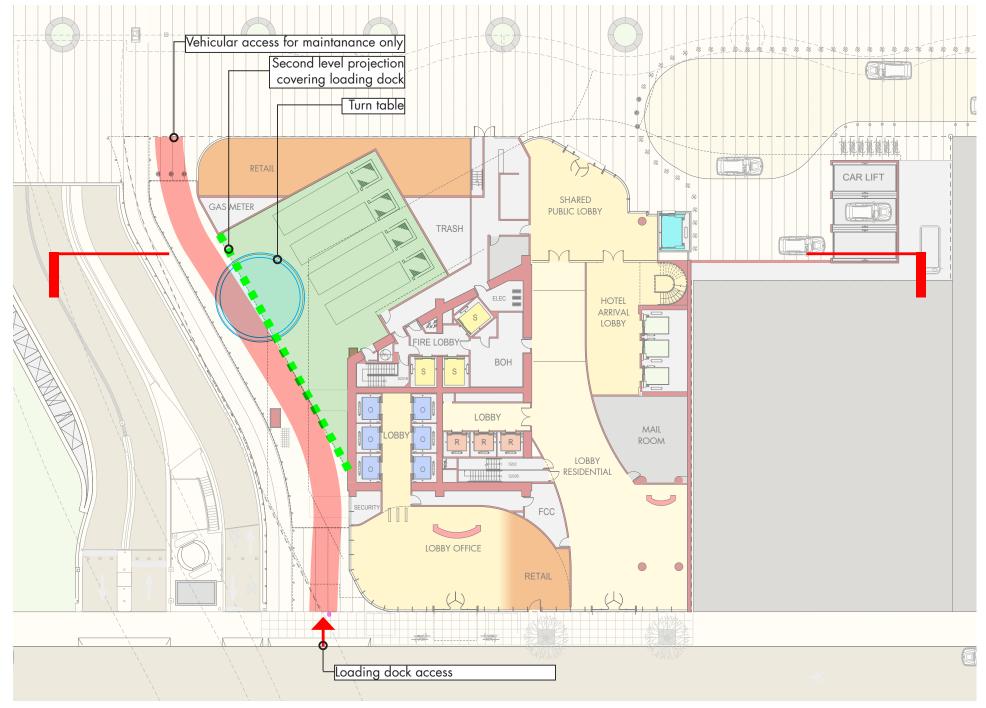
HOWARD ST. SETBACK

PER PAGE 7/ SECTION 272.6, TOTAL AREA REDUCTION RELATIVE TO PRESCRIBED BULK ENVELOPE IS 327,064 SF

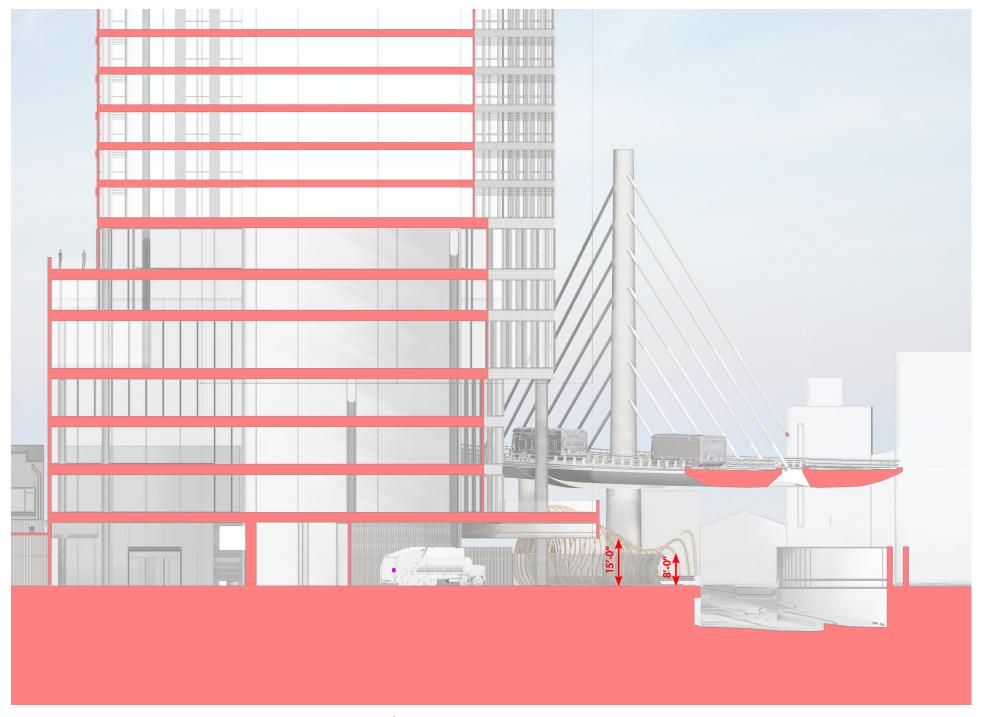
SETBACKS



REAR YARD COMPLIANCE (SECTION 134)



LOADING AREA (SECTION 155)



EAST/WEST SECTION FACING SOUTH



Parcel F Tower

542-550 Howard Street, San Francisco, CA Supplemental Diagrams for 309 Application (12/20/19) Hines & Urban Pacific

Pelli Clarke Pelli Architects pcparch.com

NEW HAVEN NEW YORK SAN FRANCISCO SHANGHAI TOKYO

Exhibit C – MMRP

DDODOSED IMPROVEMENT MEASURES TO BE	Pagnone ikility for	Mitigation	Manitoring/Dang-t	Status/Data
PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
Mitigation Measures from the TCDP Area Plan EIR				
Project Mitigation Measure 1- Construction Best Practices for Historic Resources (Implements TCDP PEIR Mitigation Measure M-CP-5a) The project sponsor of a development project in the plan area shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings, including, but not necessarily limited to, staging of equipment and materials as far as possible from historic buildings to avoid direct impact damage; using techniques in demolition (of the parking lot), excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and historical resource(s) within 125 feet, as identified by the planning department; appropriately shoring excavation sidewalls to prevent movement of adjacent structures; design and installation of the new foundation to minimize uplift of adjacent soils; ensuring adequate drainage from adjacent sites; covering the roof of adjacent structures to avoid damage from falling objects; and ensuring appropriate security to	Project sponsor and/or construction contractor, and qualified historic preservation individual.	Prior to issuance of grading or excavation permit	Environmental Review Officer (ERO) , Planning Department Preservation Technical Specialist.	Considered complete upon project sponsor's submittal of Construction Specifications to ERO for review and approval
Project Mitigation Measure 2- Construction Monitoring Program for Historic Resources (Implements TCDP PEIR Mitigation Measure M-CP-5b) The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program would include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of historical resource(s) identified by the planning department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inches per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor	Project sponsor and/or construction contractor, and qualified historic preservation individual.	Prior to any ground- disturbing activities on the project site	ERO, Planning Department Preservation Technical Specialist.	Considered complete upon receipt by ERO of final report

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative techniques put in practice, to the extent feasible. The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its preconstruction condition at the conclusion of ground-disturbing activity on the site.				
Project Mitigation Measure 3- Subsequent Archeological Testing Program (Implements TCDP PEIR Mitigation Measure M-CP-1) Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the planning department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).	Project sponsor and planning department archeologist or a qualified archeological consultant from the planning department pool.	Archeological consultant shall be under contract and ATP scope will reviewed and approved by ERO prior to issuance of the site permit.	ERO to review and approve the Archeological Testing Program.	Considered complete upon review and approval by ERO of results of Archeological Testing Program/Archeological Monitoring Program/Archeological Data Recovery Program, as applicable.
Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan	Archeological consultant at the direction of the ERO.	Archeological testing plan completed prior	Submittal of draft ATP to ERO for review and approval. Distribution of	Considered complete upon completion of the archeological testing

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
(ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.		to soil disturbing activities.	the ATP by the archeological consultant. Archeological consultant undertake activities specified in ATP and immediately notify ERO of any encountered archeological resource.	program outlined in the ATP.
Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented, the archeological consultant shall prepare an archeological monitoring plan (AMP): The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because	Project sponsor/ archeological consultant at the direction of the ERO.	During soils- disturbing activities.	Project sponsor/archeological consultant shall meet and consult with ERO on scope of AMP. Archeological consultant to monitor soils-disturbing activities specified in AMP and immediately notify ERO of any encountered archeological resource.	Considered complete upon completion of archeological monitoring plan as outlined in the AMP.

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
of the risk these activities pose to potential archaeological resources and to their depositional context;				
 Archeological monitoring shall conform to the requirements of the final AMP reviewed and approved by the ERO; 				
 The archeological consultant shall advise all project contractors to 				
be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of				
apparent discovery of an archeological resource; The archeological monitor(s) shall be present on the project site				
according to a schedule agreed upon by the archeological				
consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project				
construction activities could have no effects on significant				
archeological deposits; The archeological monitor shall record and be authorized to				
collect soil samples and artifactual/ecofactual material as				
warranted for analysis; If an intact archeological deposit is encountered, all				
soils-disturbing activities in the vicinity of the deposit shall cease.				
The archeological monitor shall be empowered to temporarily				
redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile				
driving activity (foundation, shoring, etc.), the archeological				
monitor has cause to believe that the pile driving activity may				
affect an archeological resource, the pile driving activity shall be				
terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological				
consultant shall immediately notify the ERO of the encountered				
archeological deposit. The archeological consultant shall make a				
reasonable effort to assess the identity, integrity, and significance				
of the encountered archeological deposit, and present the findings of this assessment to the ERO.				
Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.				
Archeological Data Recovery Program. The archeological data recovery	ERO, archeological		Archeological	Considered complete
program shall be conducted in accord with an archeological data recovery plan	consultant, and	In the event that an archeological	consultant to	upon completion of

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
(ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.	project sponsor.	site is uncovered during the construction period.	prepare an ADRP and to undertake the archeological data recovery program in consultation with ERO.	archeological data recovery plan as outlined in the ADRP.
 The scope of the ADRP shall include the following elements: Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. Final Report. Description of proposed report format and distribution of results. Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 				
Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Office of the Chief Medical Examiner of the City and County of San Francisco and in the event of the Medical Examiner's determination that the	Archeological consultant, ERO, and Medical Examiner.	Following discovery of human remains.	Notification of ERO, Coroner and, as warranted, notification of NAHC.	Considered complete on finding by ERO that all State laws regarding human remains/burial objects have been adhered to, consultation

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).				with MLD is completed as warranted, and that sufficient opportunity has been provided has been provided to the archeological consultant for scientific and historical analysis of remains and funerary objects.
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.	Archeological consultant at the direction of the ERO.	Following completion of cataloguing, analysis, and interpretation of recovered archeological data.	Archeological consultant to prepare FARR.	Considered complete upon review and approval of FARR by ERO.
Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the planning department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or	Archeological consultant at the direction of the ERO.	Following completion of FARR and review and approval by ERO.	Following approval from the ERO, archeological consultant to distribute FARR.	Considered complete upon certification to ERO that copies of FARR have been distributed.

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.				
Project Mitigation Measure 4: Garage/Loading Dock Attendant (Implements TCDP PEIR Mitigation Measure M-TR-5) The project sponsor shall ensure that building management employs attendant(s) for the project's garage. The attendant shall be stationed at the project's valet station to direct vehicles entering and exiting the building and avoid any safety-related conflicts with pedestrians on the sidewalk during the peak periods of traffic and pedestrian activity, with extended hours as dictated by traffic and pedestrian conditions and by activity in the project garage. The project shall also install audible and/or visible warning devices, or comparably effective warning devices as approved by the planning department and/or the Sustainable Streets Division of the Municipal Transportation Agency, to alert pedestrians of the outbound vehicles from the car elevators, as applicable. The project sponsor shall ensure that valet attendants actively manage vehicle traffic in the porte cochère area, passenger loading zone, and loading dock.	Project sponsor/ building management.	Ongoing during building occupancy.	ERO and planning department.	Considered complete upon verification of provisions by ERO or designated Planning staff.
Project Mitigation Measure 5: Loading Dock Management (Implements TCDP PEIR Mitigation Measure M-TR-7a) The project sponsor shall develop a loading dock management plan to ensure that off-street loading facilities are efficiently used and maintained and that trucks longer than can be safely accommodated are not permitted to use a building's loading dock. In order to do so, the project sponsor shall develop a plan for management and maintenance of the building's loading dock and truck turntable and shall ensure that tenants in the building are informed of limitations and conditions on loading schedule and truck size. Such a management plan shall include strategies such as the use of an attendant to direct and guide trucks, installing a "Full" sign at the loading dock driveway, limiting activity during peak hours, installation of audible and/or visual warning devices, and other features. The maintenance plan will include a schedule for routine maintenance of the truck turntable.	Project sponsor/ building management.	Prior to occupancy; Revise Management Plan as necessary to reflect changes in generally accepted technology or operation protocols, or changes in conditions.	ERO and planning department.	Initial completion upon receipt of Management Plan by ERO or designated Planning staff for review and approval. Periodically revise Management Plan during project operation.

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure 6: Construction Coordination (Implements TCDP PEIR Mitigation Measure M-TR-9) To minimize potential disruptions to transit, traffic, and pedestrian and bicyclists, the project sponsor and/or construction contractor shall develop a Construction Management Plan that could include, but not necessarily be limited to, the following: Limit construction truck movements to the hours between 9:00 a.m. and 4:00 p.m. (or other times, if approved by the Municipal Transportation Agency) to minimize disruption of traffic, transit, and pedestrian flow on adjacent streets and sidewalks during the weekday a.m. and p.m. peak periods. Identify optimal truck routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists; and, Encourage construction workers to use transit when commuting to and from the site, reducing the need for parking. The project sponsor shall also coordinate with the Municipal Transportation Agency/Sustainable Streets Division, the Transbay Joint Powers Authority, and construction manager(s)/ contractor(s) for the Transit Center project, and with Muni, AC Transit, Golden Gate Transit, and SamTrans, as applicable, to develop construction phasing and operations plans that would result in the least amount of disruption that is feasible to transit operations, pedestrian and bicycle activity, and vehicular traffic. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The program would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by SFMTA, the Department	Project sponsor and/or construction contractor.	Prior to project construction and throughout construction.	SFMTA, planning department, other affected agencies.	Considered complete upon project sponsor's submittal of construction management plan to MTA and planning department.
of Public Works, or other city departments and agencies, and Caltrans. Noise				
Project Mitigation Measure 7: Reduce Mechanical Equipment Noise (Implements TCDP PEIR Mitigation Measure M-NO-1e): After completing installation of the mechanical equipment but before receipt of any Certificate of Occupancy, the project sponsor shall conduct noise measurements to ensure that the noise generated by stationary equipment complies with section 2909 (b) and (d) of the San Francisco Noise	Project sponsor, acoustical consultant/ acoustical engineer.	Prior to receipt of Certificate of Occupancy.	Planning Department.	Considered complete upon submittal of an acoustic memorandum demonstrating measured noise levels do not exceed noise standards.

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
Ordinance. The noise measurements shall be conducted by persons qualified in acoustical analysis and/or engineering. To ensure that the project noise from mechanical equipment is minimized to meet the Noise Ordinance requirements, the project sponsor shall incorporate the following measures: • The generators shall include sound attenuators sufficient to not exceed 75 dBA at the project property plane. • The Level 4 air-handler unit air intake systems shall include 10 feet of intermally lined duct or a sound attenuator sufficient to not exceed 61 dBA at the project property plane. • The Level 6 exhaust fan air discharge system shall include 40 feet of intermally lined duct or a sound attenuator sufficient to not exceed 61 dBA at the project property plane. • The Level 32 air-handler unit air intake systems shall include 5 feet of intermally lined duct or a sound attenuator sufficient to not exceed 61 dBA at the project property plane. • The Level 32 exhaust fan air discharge systems shall include 5 feet of intermally lined duct or a sound attenuator sufficient to not exceed 61 dBA at the project property plane. • The Level 62 (also referenced as mechanical mezzanine) exhaust fan air discharge systems shall include 10 feet of internally lined duct or a sound attenuator sufficient to not exceed 61 dBA at the project property plane. On completion of such testing, the acoustical consultant/acoustical engineer shall submit a memorandum summarizing test results to the San Francisco Planning Department. If measured noise levels are found to exceed these standards, the project sponsor shall be responsible for implementing stationary equipment noise control measures or other acoustical upgrades such as additional noise insulation in mechanical rooms, until similar measurements of interior sound levels in sleeping or living rooms in residential units after installation of these upgrades demonstrate compliance with the noise ordinance standards above. No Certificate of Occupancy shall be issued for any part of the s				
Project Mitigation Measure 8: Control Exterior Amplified Noise (Implements TCDP PEIR Mitigation Measure M-NO-1e) To ensure that the project noise from amplified noise is minimized to meet the Noise Ordinance requirements (article 29 of the Police Code), the project	Project sponsor	During operation of the project.	Project sponsor to implement ongoing monitoring of amplified noise, as needed and on an on-going basis.	Project sponsor to monitor compliance on an on-going basis following start of operation. Monitoring to continue indefinitely.

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
 sponsor shall incorporate the following measures: During events on the Level 2 Terrace, the project sponsor shall ensure that amplified music be controlled to a noise level no greater than 57 dBA at 25 feet from the center of a given noise source (e.g., two loudspeakers, guitar amplifier, etc.). Permanent equipment (e.g., speakers) on-site and provided by the sponsor shall have electronic limiters and shall be set to maintain the 57 dBA at 25 feet limit. The sponsor shall ensure that speakers do not face sensitive receivers, including the mixed-use residential tower at 524 Howard Street. For temporary equipment brought for special events, the sponsor shall have a staff person with a sound level meter who would monitor the noise levels to ensure that the 57 dBA at 25 feet limit is maintained. Project Mitigation Measure 9: General Construction Noise Control Measures (Implements TCDP PEIR Mitigation Measure M-NO-2b) To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor shall incorporate the following practices into the construction agreement to be implemented by the construction contractor during the entire construction phase of the proposed project: The project sponsor shall conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible). The project sponsor shall require the general contractor to avoid placing stationary	Project sponsor and construction contractor(s).	Prior to site mobilization or use of any construction vehicles or equipment at the site and during construction.	Project sponsor to provide planning department with monthly reports during the construction period	Considered completed upon receipt of final monitoring report at completion of construction.

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
by as much as five dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • The project sponsor shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, the project sponsor shall submit to the planning department and Department of Building Inspection (the building department) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying the building department, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing permitted construction days and hours, noise complaint procedures and who to notify in the event of a problem, with telephone numbers listed, and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for t		Scriedule		

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
 information. The project sponsor shall limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. The project sponsor shall require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines. 				
Project Mitigation Measure 10- Construction Vehicle Emissions Minimization (Implements TCDP PEIR Mitigation Measure M-AQ-4a) To reduce construction vehicle emissions, the project sponsor shall incorporate the following into construction specifications: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Project sponsor and construction contractor(s).	Prior to site mobilization or use of any construction vehicles or equipment at the site and during construction.	Project sponsor, contractor(s), and ERO.	Considered complete upon submittal and acceptance of certification statement.
 Project Mitigation Measure 11- Construction Vehicle Emissions Evaluation and Minimization (Implements TCDP PEIR Mitigation Measure M-AQ-5) The project sponsor or the project sponsor's contractor shall comply with the following: 1) Engine Requirements. a) All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (U.S. EPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emissions standards automatically meet this requirement. b) Where access to alternative sources of power are available, portable diesel engines shall be prohibited. c) Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding 	Project sponsor and construction contractor(s).	Submit certification statement prior to construction activities requiring the use of off-road equipment.	Project sponsor, contractor(s) to submit certification statement to the ERO.	Considered complete upon submittal and acceptance of certification statement.

	IMPROVEMENT MEASU AS CONDITIONS OF AF		Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
safe operating visible signs in queuing areas the two minute d) The Contractor operators on equipment, and maintain and specifications. 2) Waivers a) The planning designee (ER requirement of limited or infeat the Contractor for onsite pow (1)(a). The ER (1)(a) if: a partial 3 VDECS is produce desire modes; installator impaired vite emergency ne with an ARB I.	department's Environment department departmen	chinese, in designated to remind operators of workers and equipment uning of construction and operators properly ince with manufacturer at all Review Officer or the source of power tive source of power tive source of power is ERO grants the waiver, that the equipment used equirements of section requirements of section ment with an ARB Level equipment would not to expected operating create a safety hazard there is a compelling in that is not retrofitted grants the waiver, the				
Compliance Alternative	Engine Emission Standard	Emissions Control				
	Tier 2	ARB Level 2 VDECS				
1			i I			
2	Tier 2	ARB Level 1 VDECS				

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
				,
contractor must meet Compliance Alternative 2. If the ERO determines that the contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the contractor must meet Compliance Alternative 3. *Alternative Fuels are not a VDECS.				
 3) Construction Emissions Minimization Plan. Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan to the ERO for review and approval. The plan shall state, in reasonable detail, how the Contractor will meet the requirements of section 1. a) The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. b) The ERO shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a certification statement that the contractor agrees to comply fully with the plan. c) The contractor shall make the plan available to the public for review on-site during work hours. The contractor shall post at the construction site, a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the 	Project sponsor and construction contractor(s).	Prepare and submit a Plan prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code.	Project sponsor, contractor(s) and the ERO.	Considered complete upon findings by the ERO that the Plan is complete.
construction site facing a public right-of-way. 4) Monitoring. After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific	Project sponsor and construction contractor(s).	Submit quarterly reports.	Project sponsor, construction contractor(s) and the ERO.	Considered complete upon findings by the ERO that the Plan is being/has been implemented.

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure 12- Best Available Control Technology for Diesel Generators (Implements TCDP PEIR Mitigation Measure M-AQ-3) The project sponsor shall ensure that the backup diesel generators meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (air district) approves of its use. The project sponsor shall submit documentation of compliance with the air district New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the planning department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.	Project sponsor and project contractor; air district.	Prior to issuance of a permit for a backup diesel generator	Project sponsor shall submit documentation to the Planning Department verifying best available control technology for all installed diesel generators on the project site.	Considered complete upon submittal of documentation to the Planning Department.

Improvement Measures

Transportation				
Project Improvement Measure 1- Install Conflict Striping To increase visibility of the driveway crossing and passenger loading zone, the project should construct a highly visible treatment on the street across the loading dock driveway and passenger loading zone. For example, skip stop conflict striping or solid green markings could be used in the bike lane to demarcate the conflict zones. Implementation of this improvement measure would require the review and approval of SFMTA.	Project sponsor and construction contractor(s).	Prior to issuance of occupancy permit and during construction.	Planning Department and SFMTA.	Considered complete upon installation of conflict striping.
Project Improvement Measure 2- Queue Abatement It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces to ensure that vehicle queues do not occur regularly on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of Natoma Street or sidewalk for a consecutive period of 3 minutes or longer on a daily or weekly basis.	Project sponsor, building management, and owner/operator of the parking facility to implement ongoing monitoring of vehicle queues indefinitely.	During operation of the project.	Project sponsor to implement ongoing monitoring of vehicle queues and employ abatement methods, as needed on an on-going basis.	Project sponsor to monitor compliance on an on-going basis following start of operation. Monitoring to continue indefinitely.

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Suggested proactive methods may include: • Employment or deployment of additional valet staff to direct passenger loading activities • Installation of LOT FULL signs with active management by attendants • Use of off-site parking facilities • Implementation of additional transportation demand management strategies, including parking time limits, paid parking, time of day parking surcharge If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department should notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.	Project sponsor, transportation consultant.	During operation of the project.	Transportation consultant to prepare a monitoring report.	Considered complete upon approval of monitoring report and abatement of vehicle queues to the Planning Director or designated Planning staff.