# Exhibit B: Plans and Renderings



## **Parcel F Tower**

542-550 Howard Street, San Francisco, CA



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#### 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.

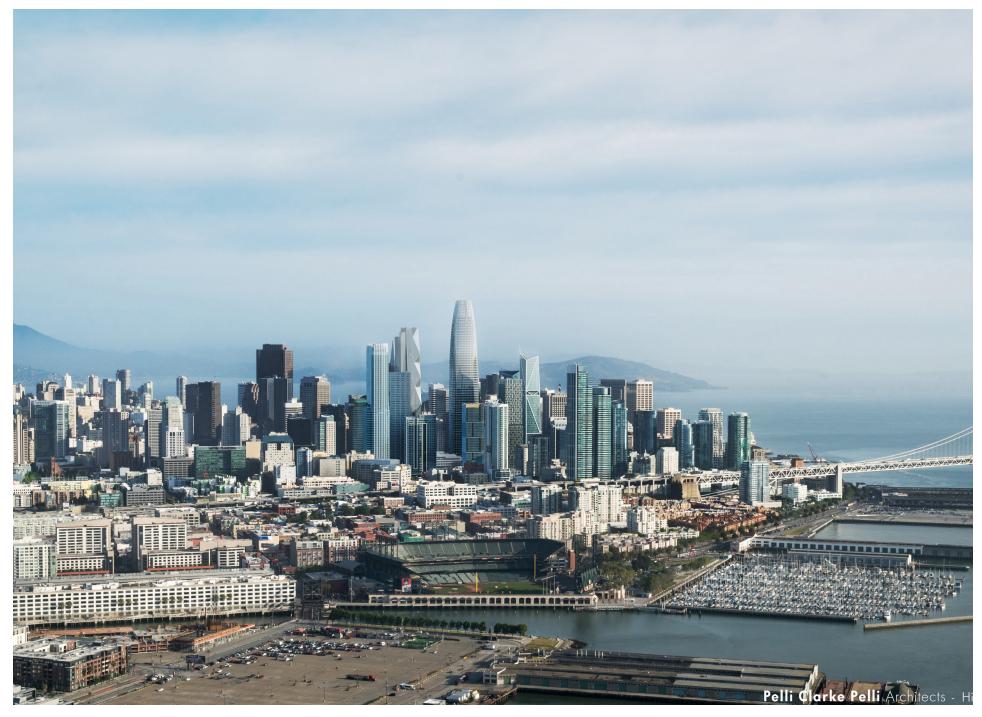
On Howard Street, a double height recess on the 6th level creates a distinct building base that smooths the transition between the scale of the neighboring buildings and the tower. On the west side of this elevation, a four-story setback acknowledges the Salesforce Transit Center Bridge and shelters 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.



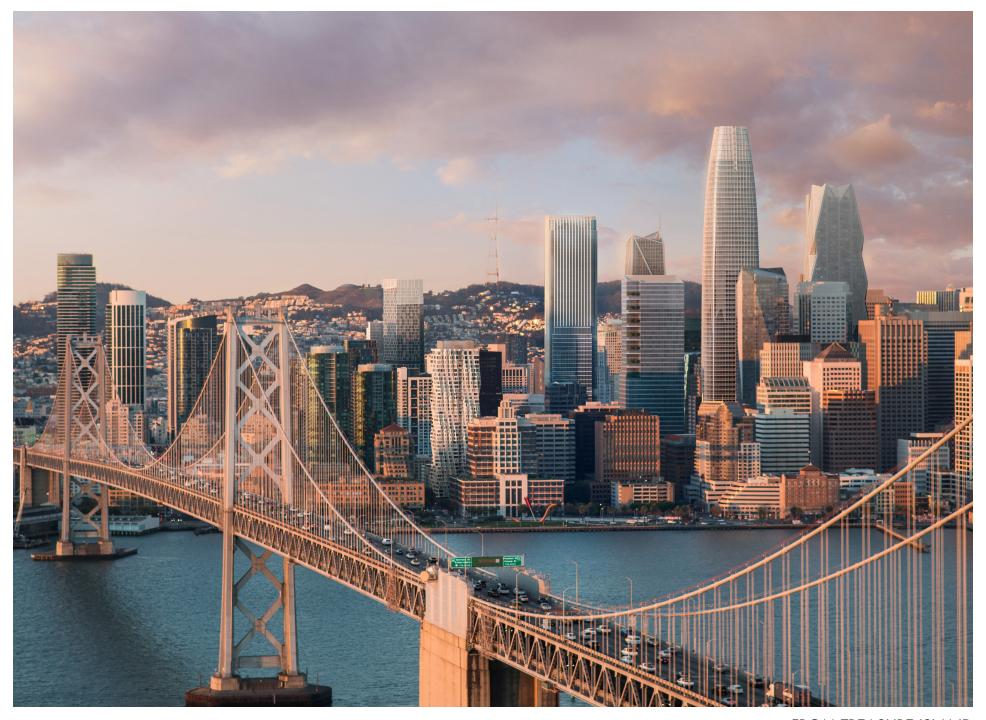


FROM DOLORES PARK



FROM MISSION BAY

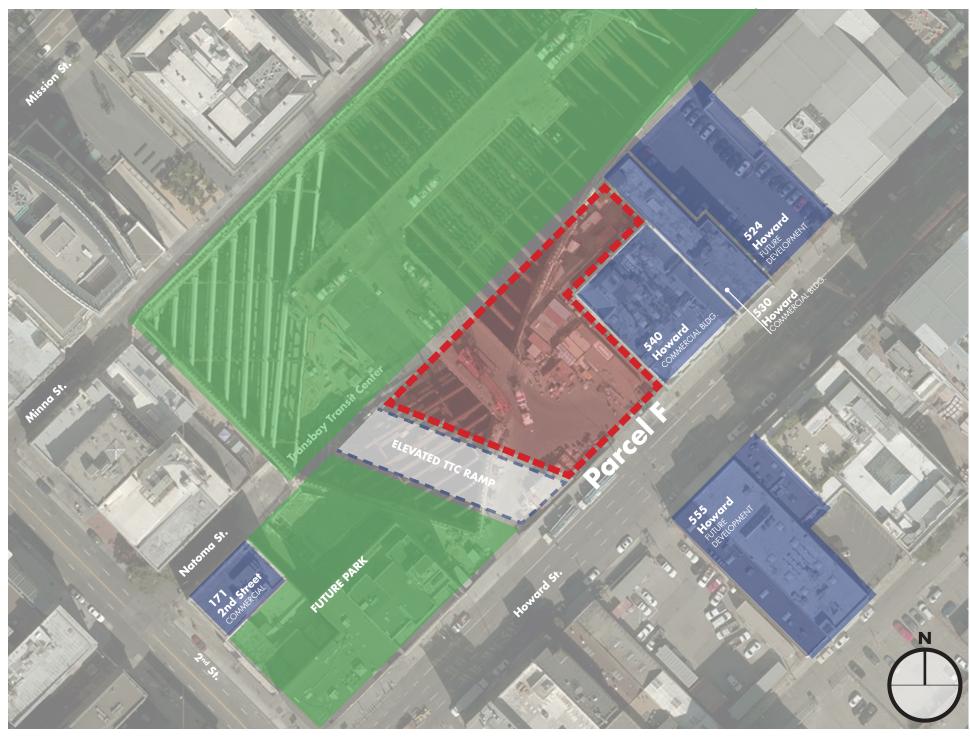




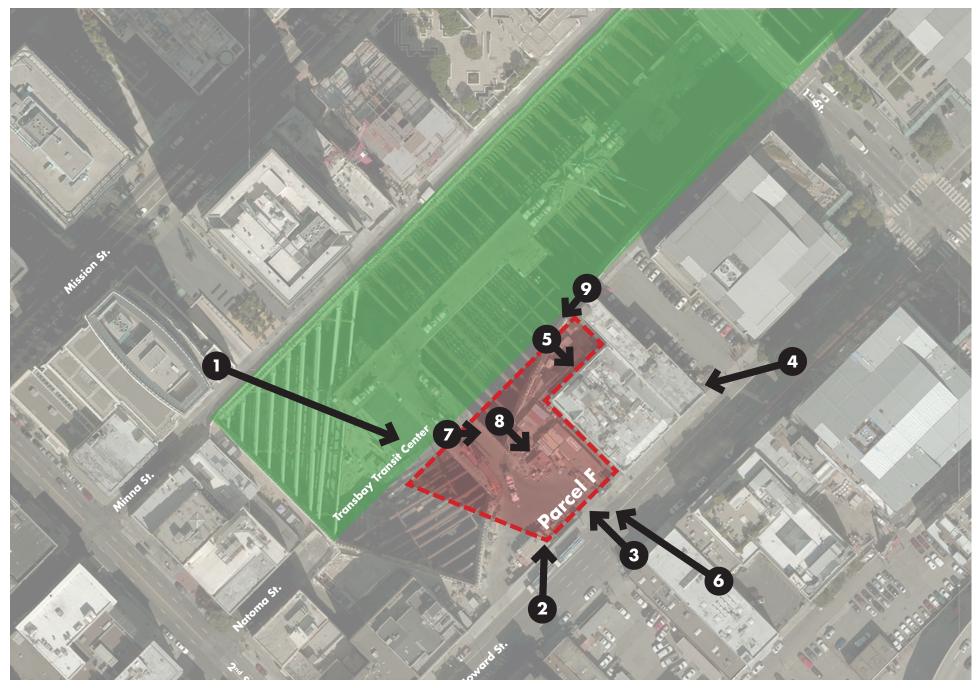
FROM TREASURE ISLAND



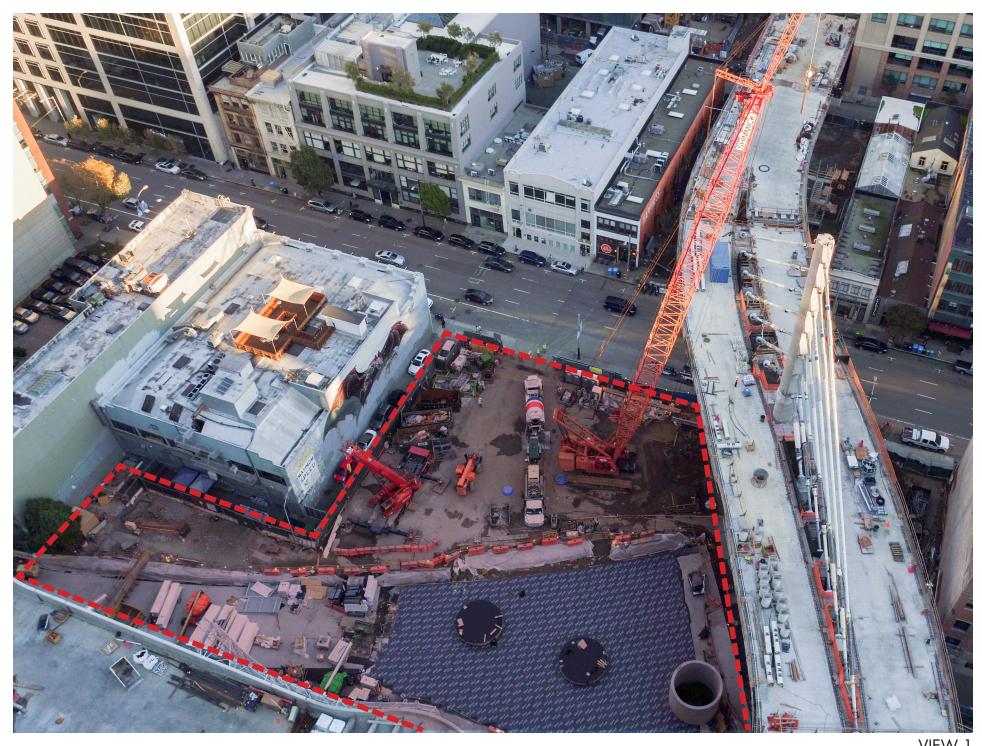
TRANSBAY OVERVIEW



SITE CONTEXT



SITE PLAN



VIEW 1 TAKEN: 2016.12.02



VIEW 2 TAKEN: 2017.12.12



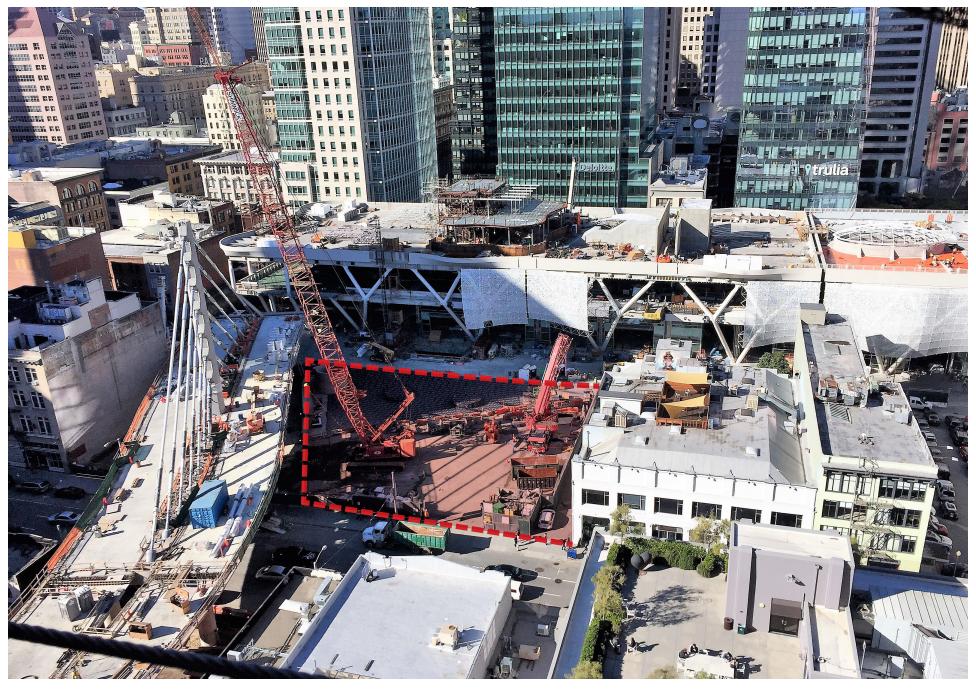
VIEW 3 TAKEN: 2016.12.12



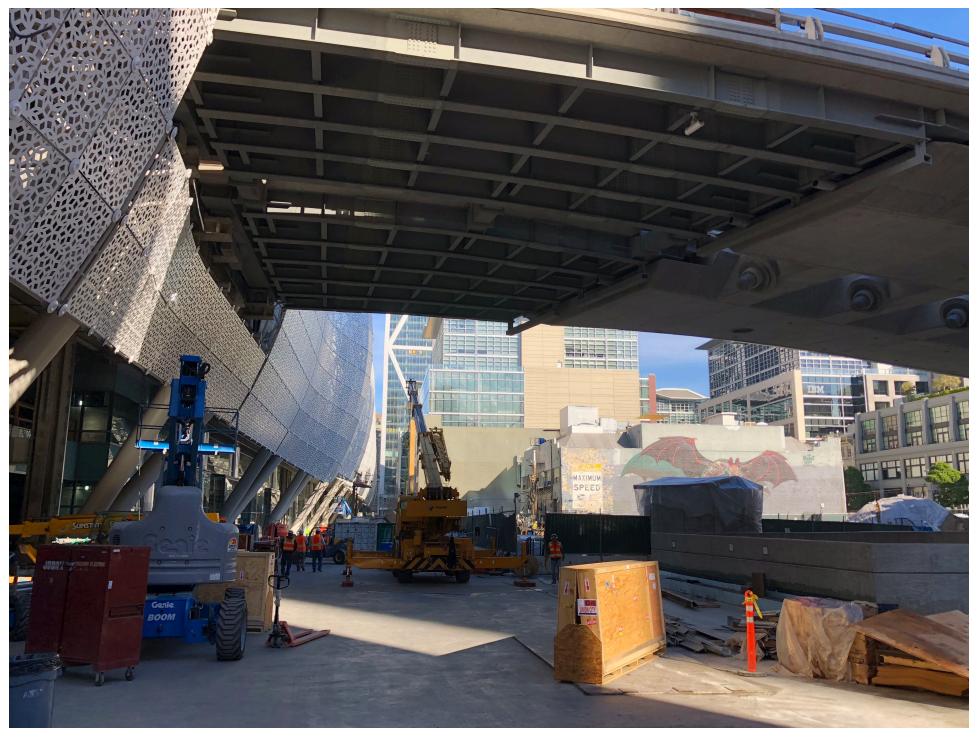
VIEW 4 TAKEN: 2016.12.12



VIEW 5 TAKEN: 2017.10.31



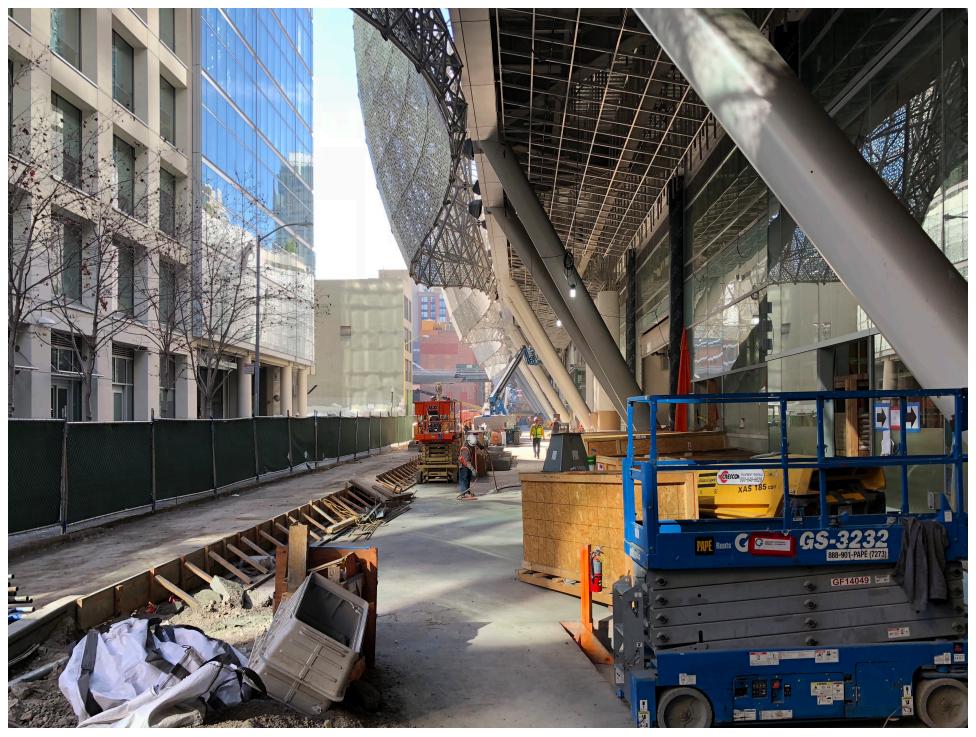
VIEW 6 TAKEN: 2016.12.02



VIEW 7 TAKEN: 2017.12.12

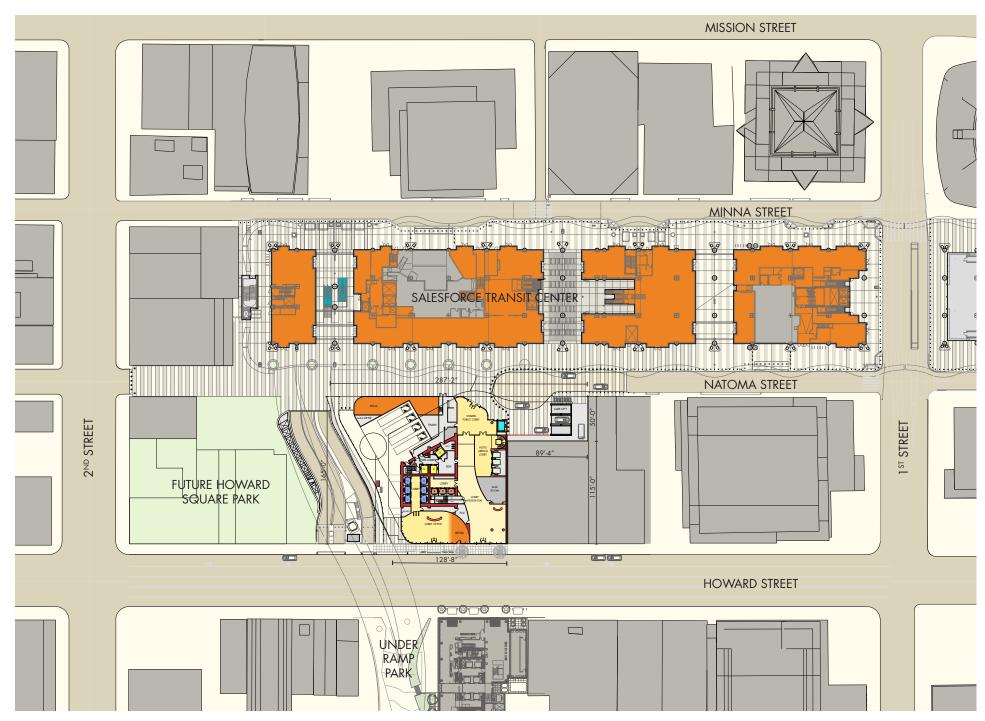


VIEW 8 TAKEN: 2016.12.12

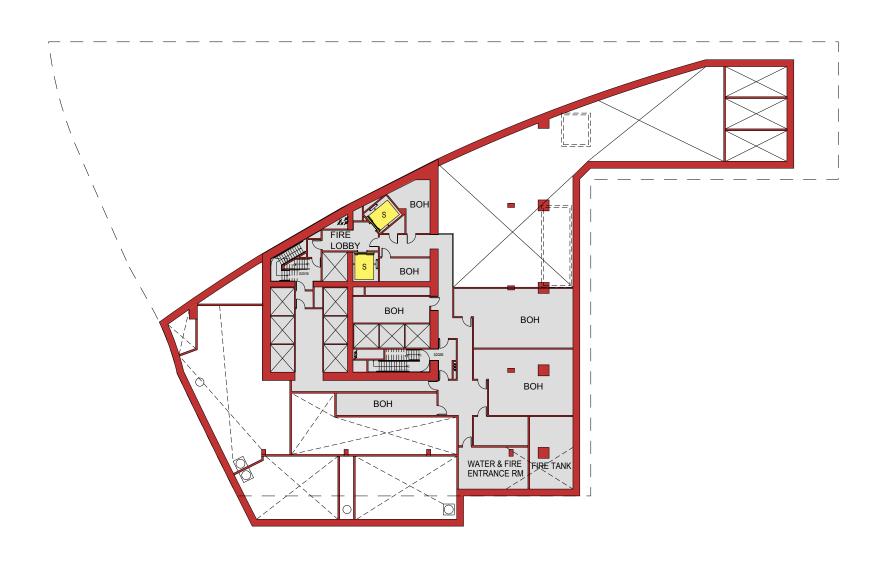


VIEW 9 TAKEN: 2016.12.12

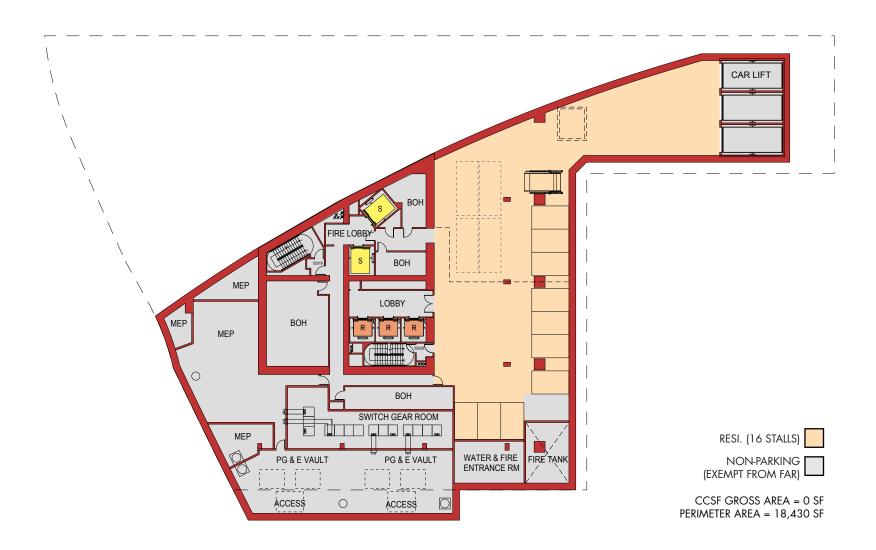




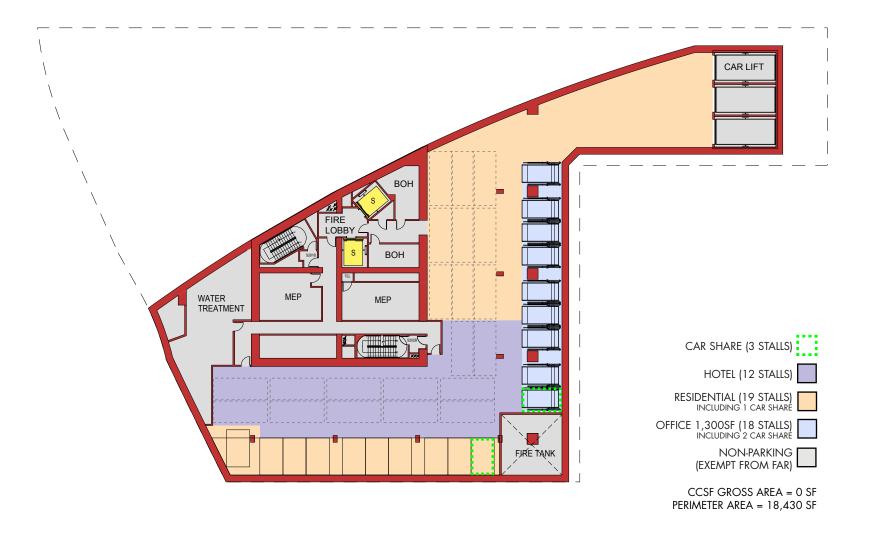
SITE PLAN



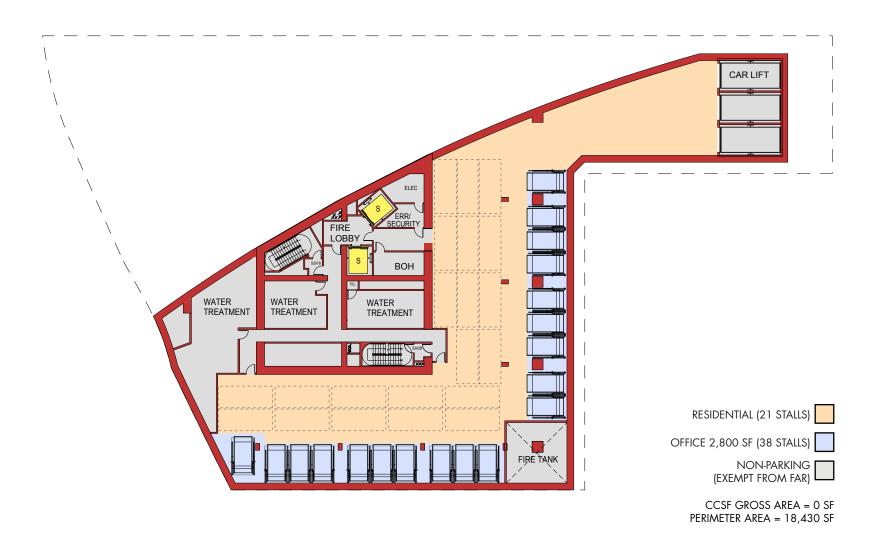
<u>LEVEL B1MEZZANINNE</u>



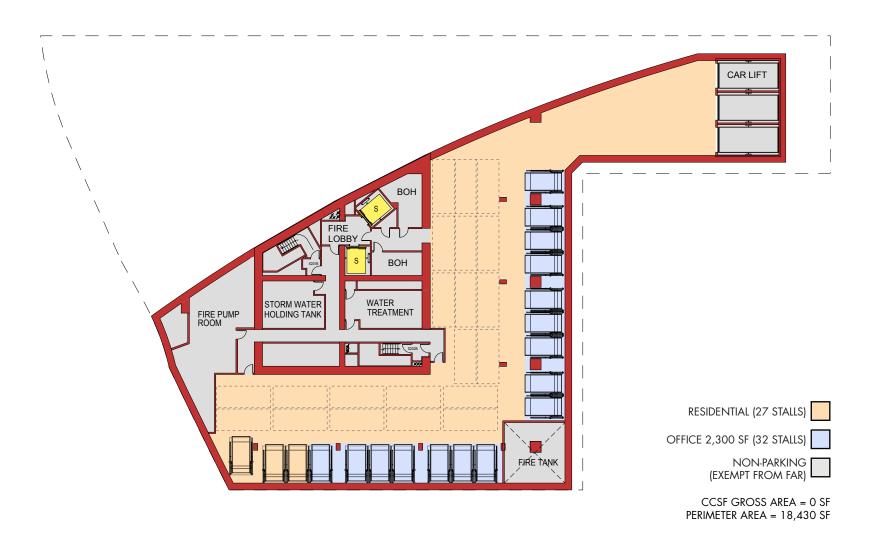
LEVEL B1



LEVEL B2



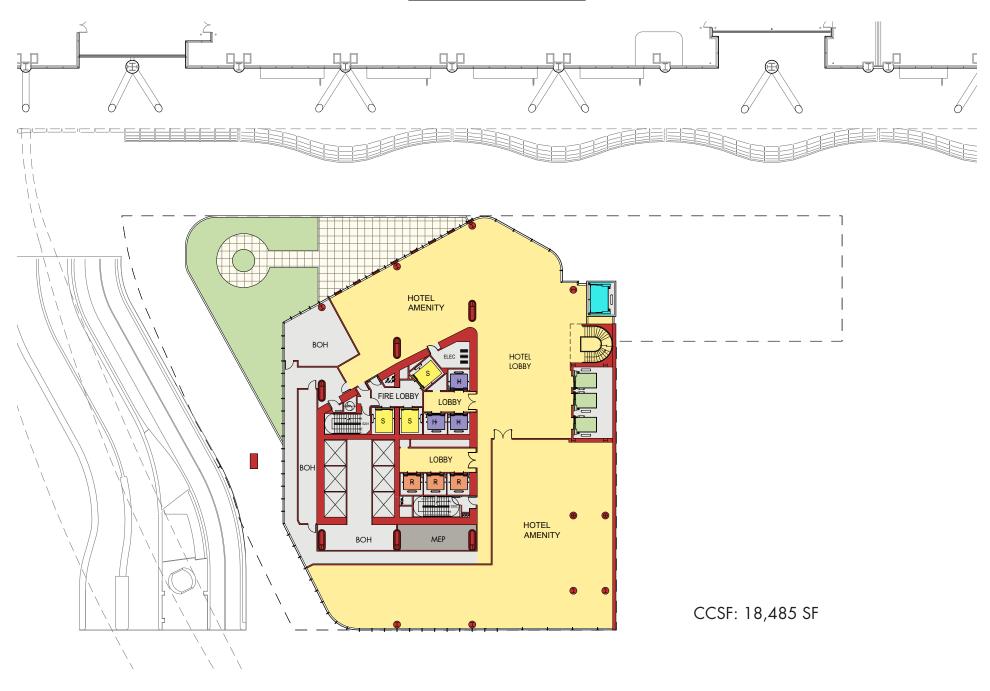
LEVEL B3



LEVEL B4

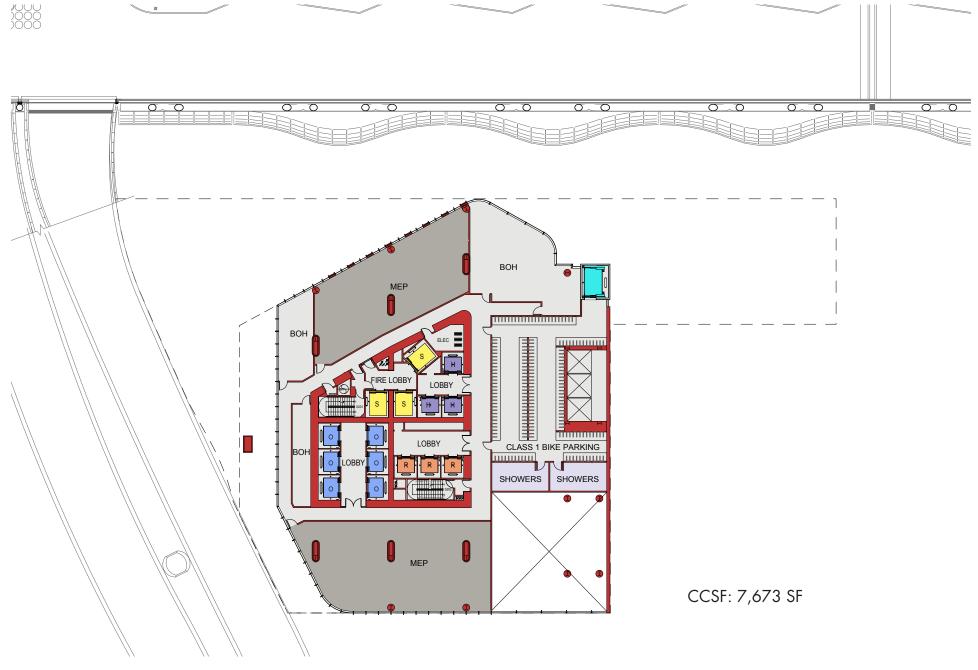


#### PLAN - GROUND FLOOR

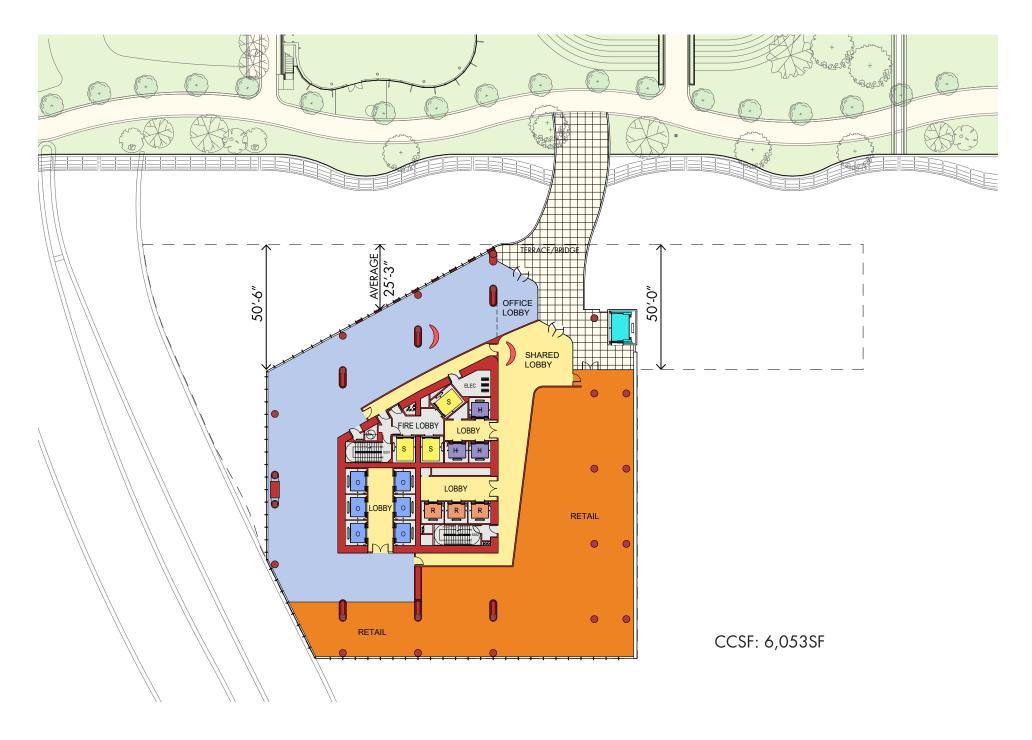


PLAN - LEVEL 2

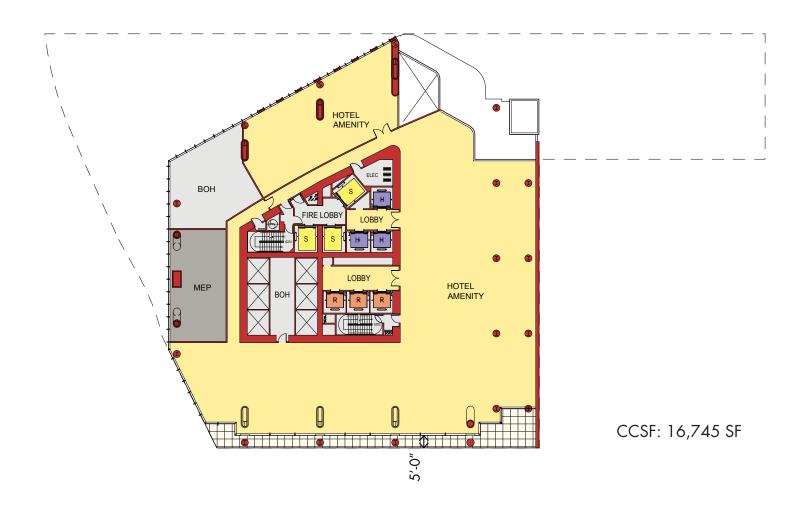




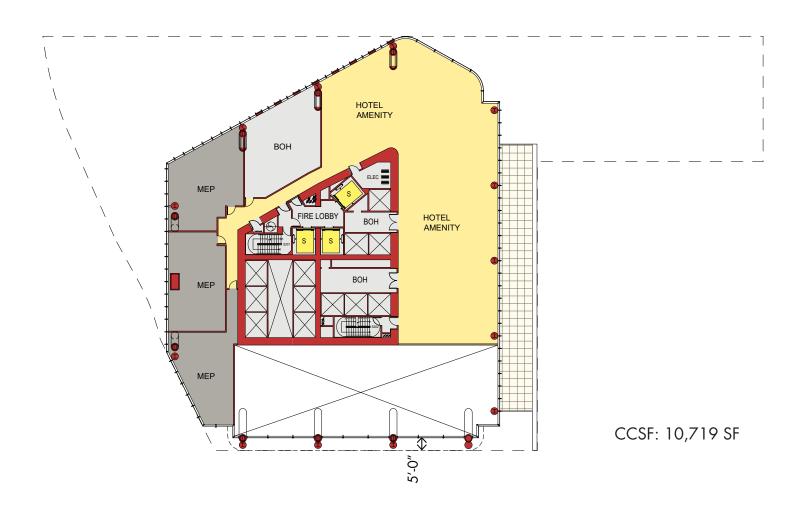
PLAN - LEVEL 4



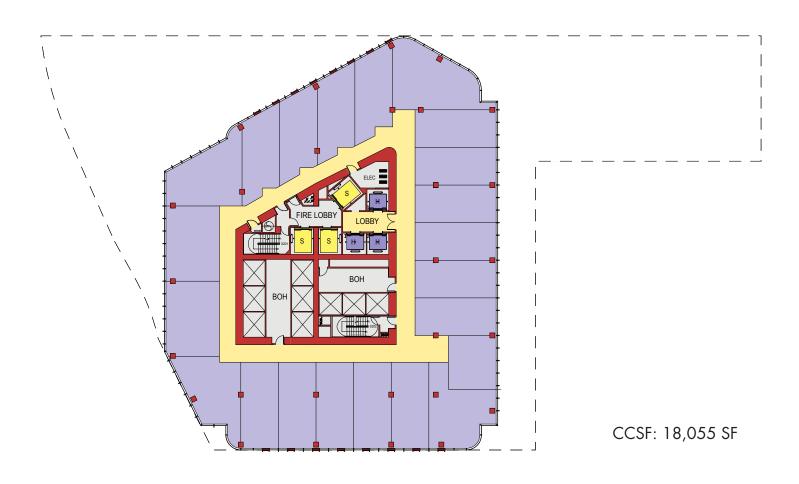
PLAN - LEVEL 5 - RETAIL/PARK ACCESS



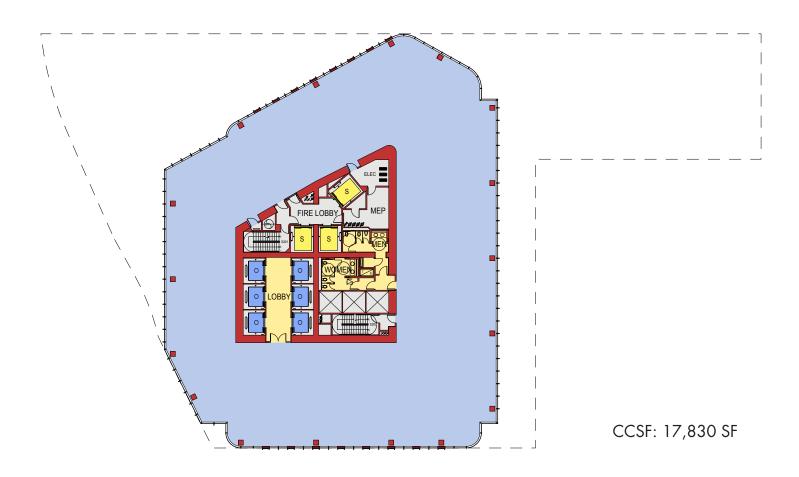
PLAN - LEVEL 6



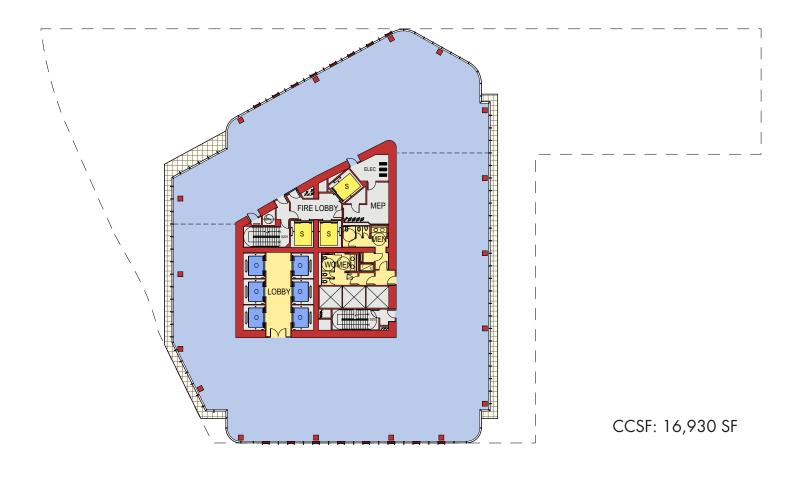
<u>PLAN - LEVEL 7</u>



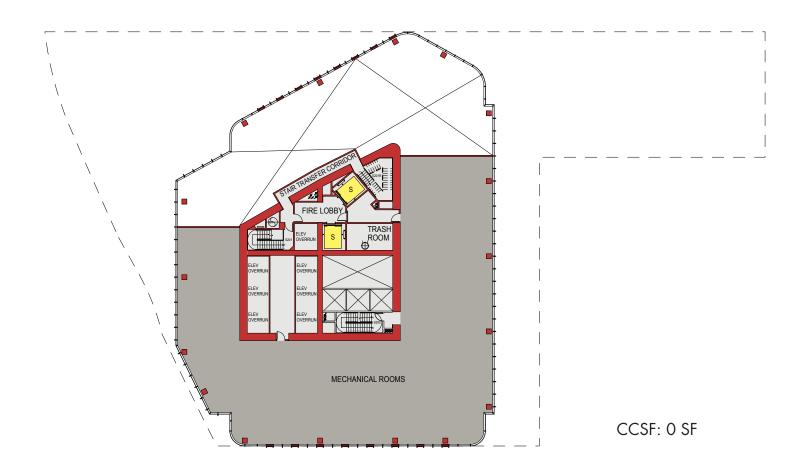
PLAN - LEVEL 8 TO 16 - TYPICAL HOTEL FLOOR



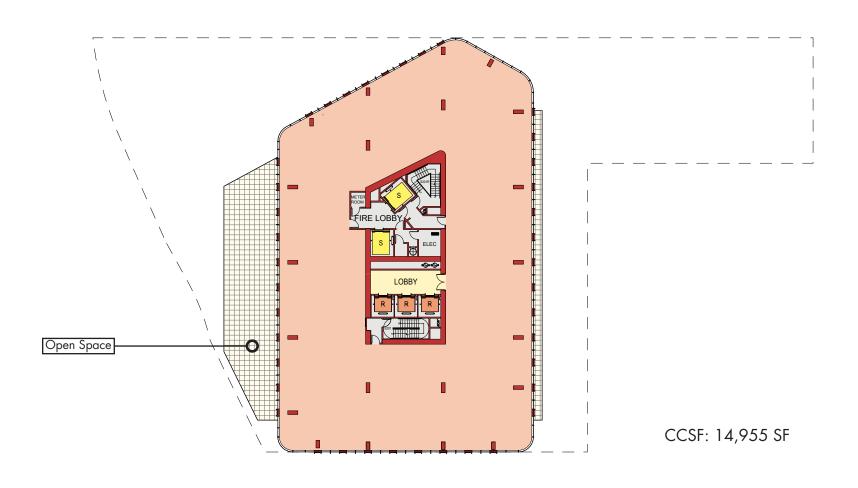
PLAN - LEVEL 17 TO 30 - TYPICAL OFFICE FLOOR



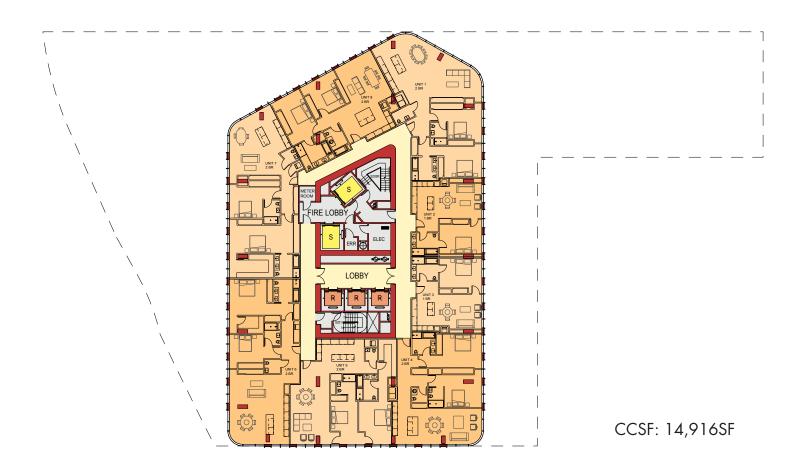
PLAN - LEVEL 31 - OFFICE FLOOR



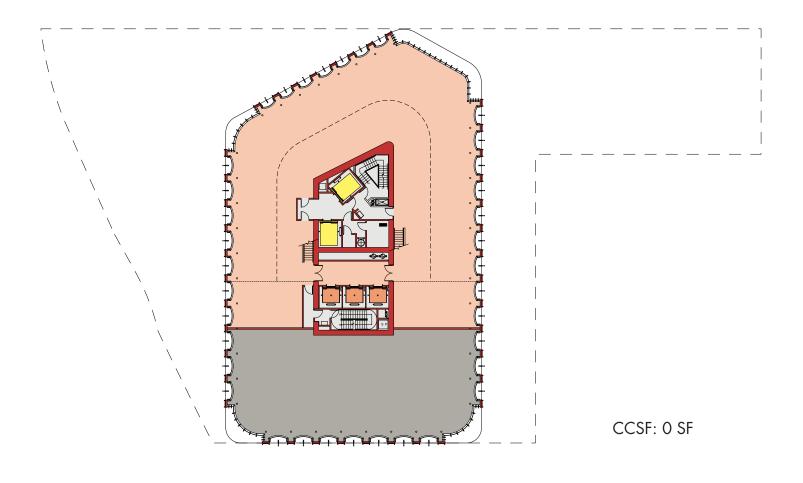
PLAN - LEVEL 32 (MECHANICAL)



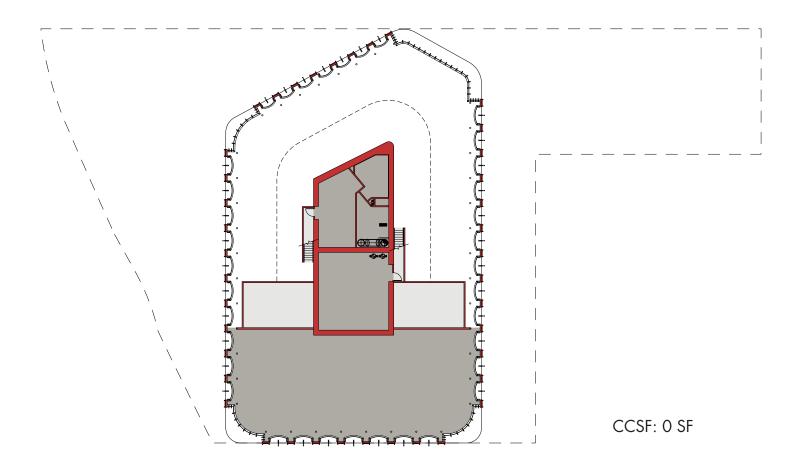
PLAN - LEVEL 33 - RESIDENTIAL AMENITY FLOOR



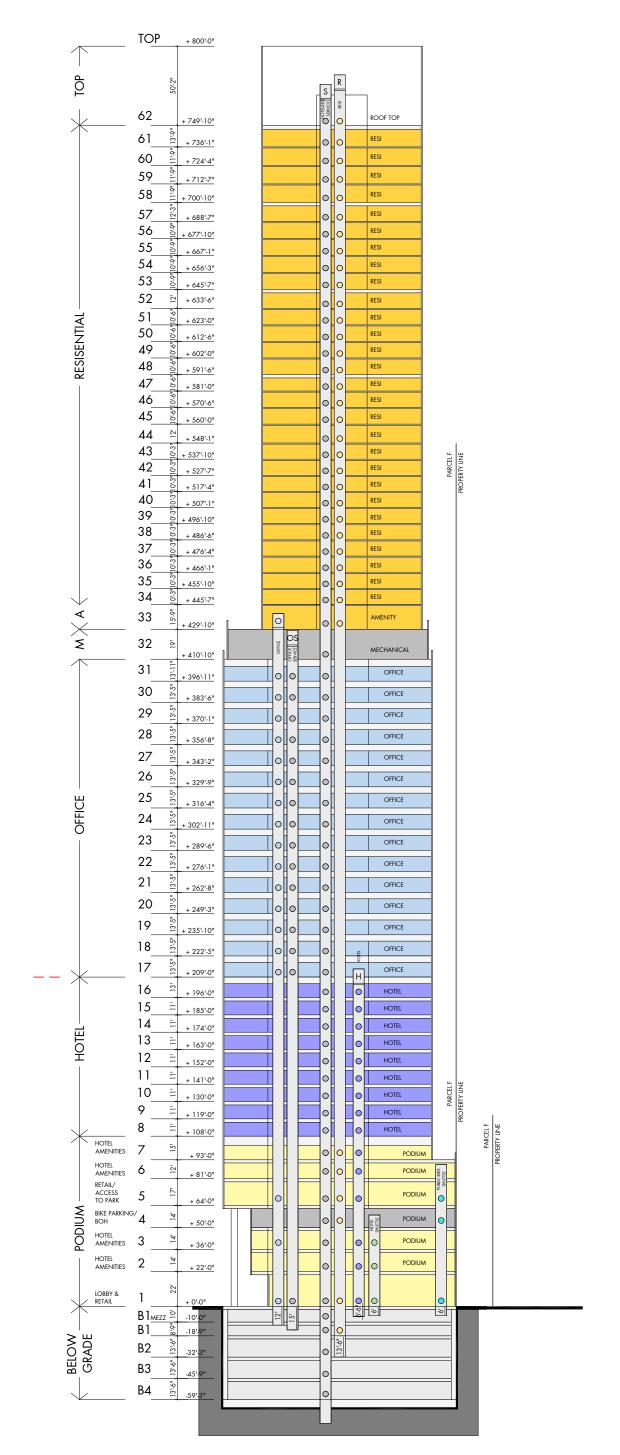
PLAN - LEVEL 34 TO 61 - TYPICAL RESIDENTIAL FLOOR

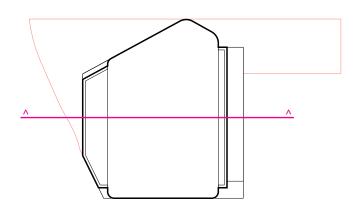


PLAN - LEVEL 62 - ROOF

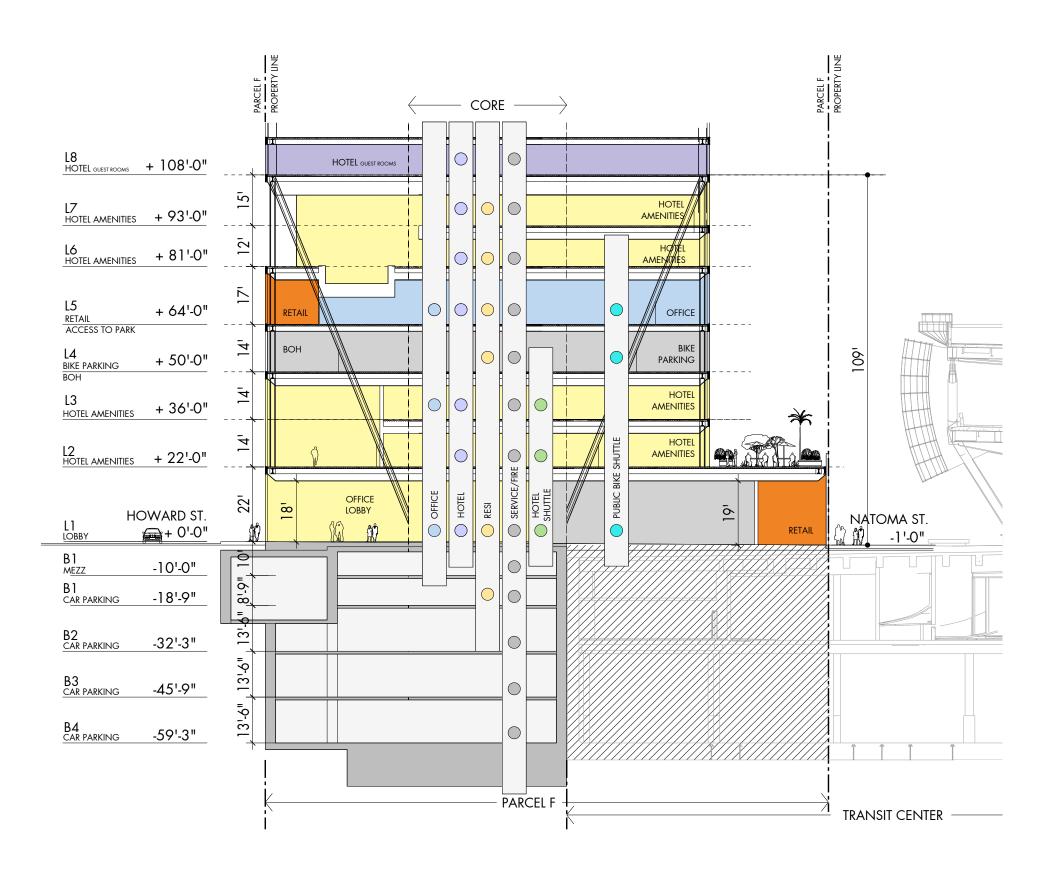


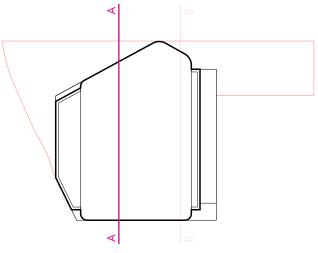
PLAN - LEVEL 62 MECHANICAL MEZZANINE



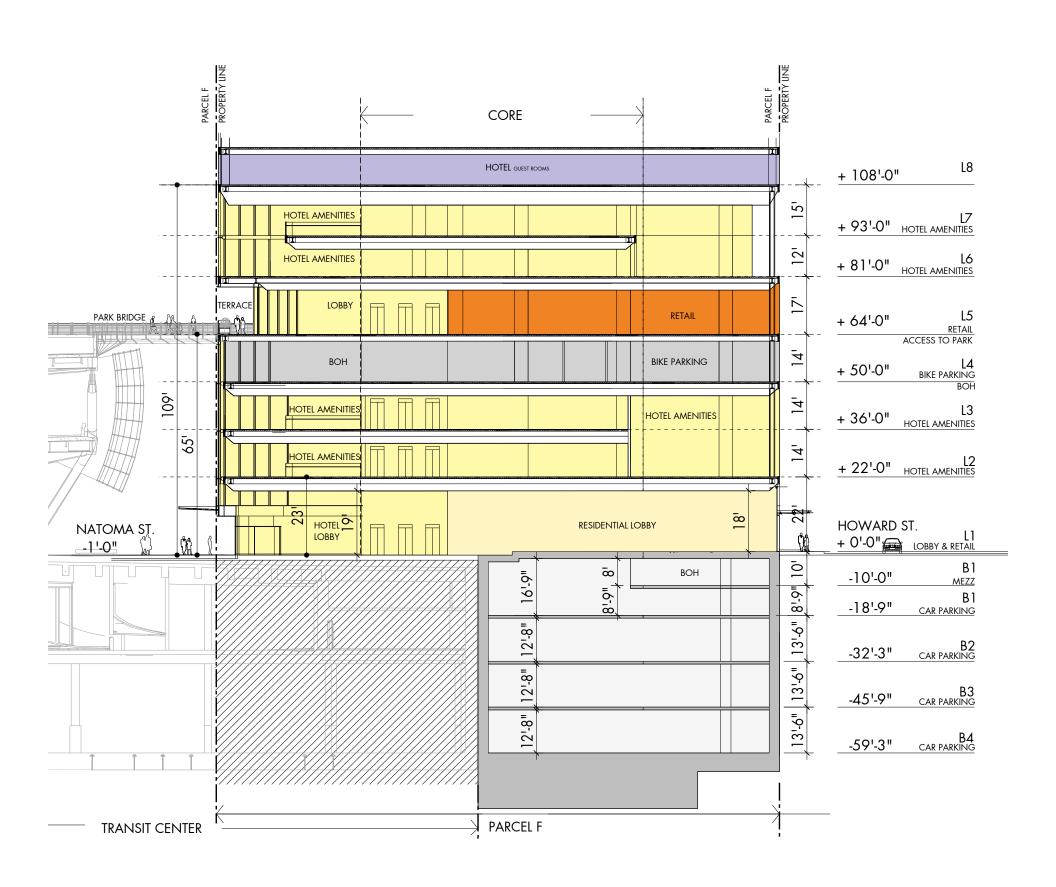


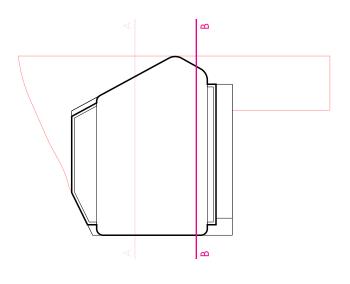
**TOWER SECTION - EAST/WEST** 





PODIUM SECTION A-A





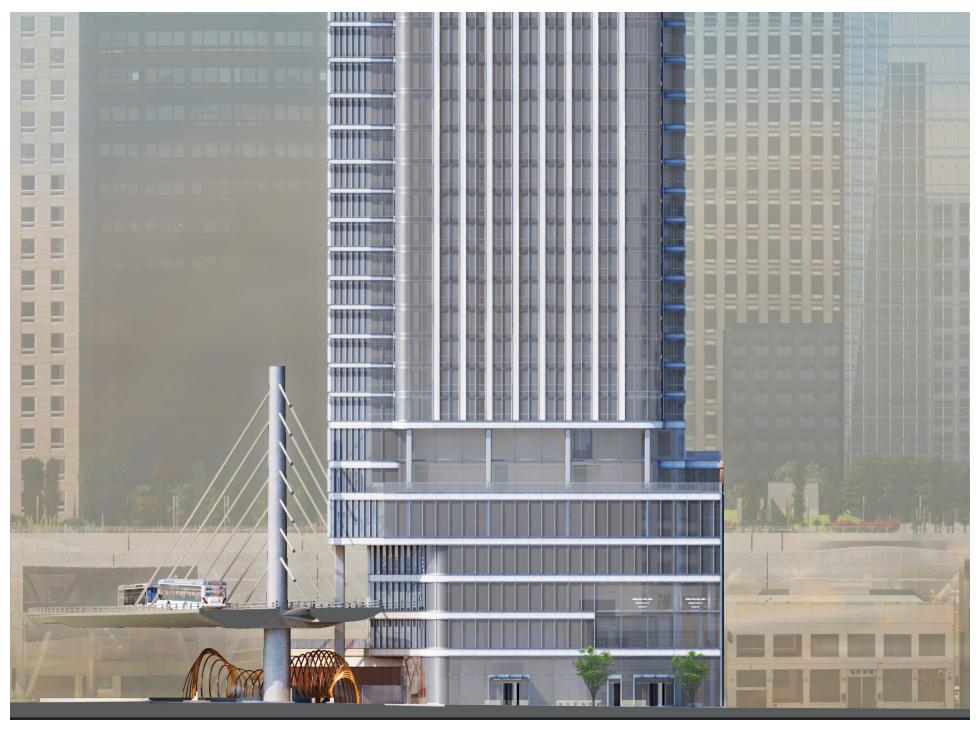
PODIUM SECTION B-B



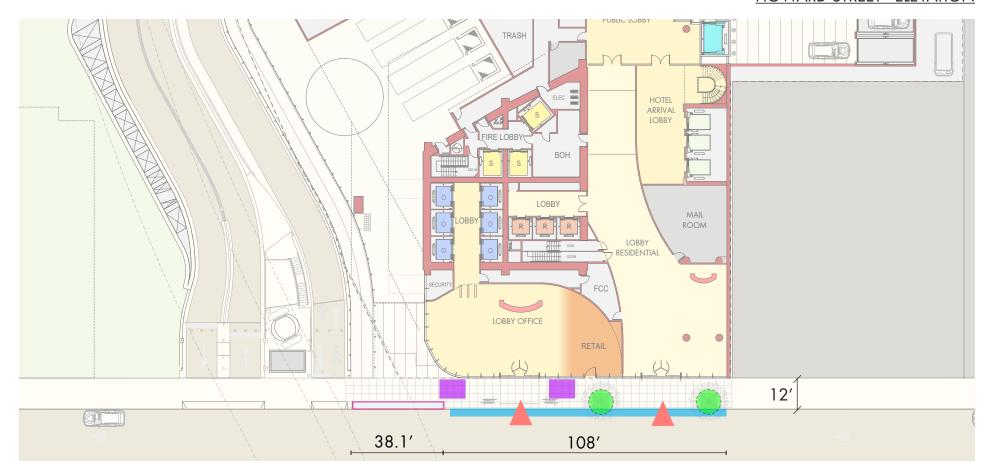
**TOWER ELEVATION - SOUTH** 



**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

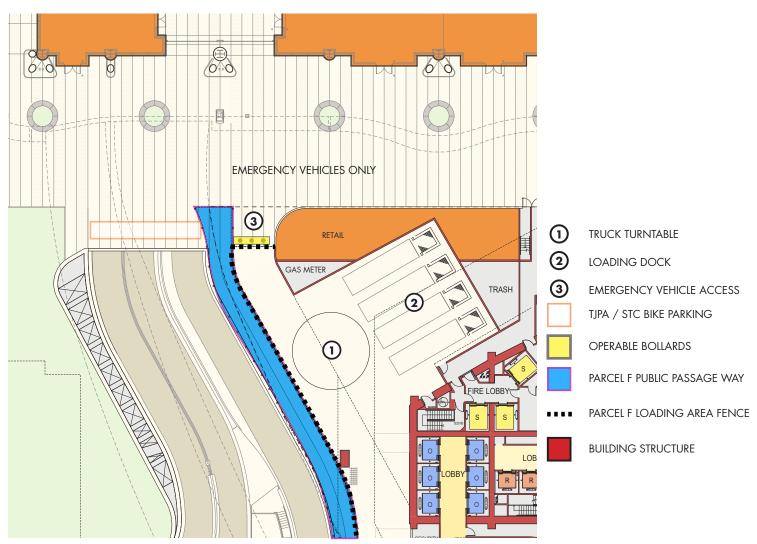
PG & E ACCESS

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

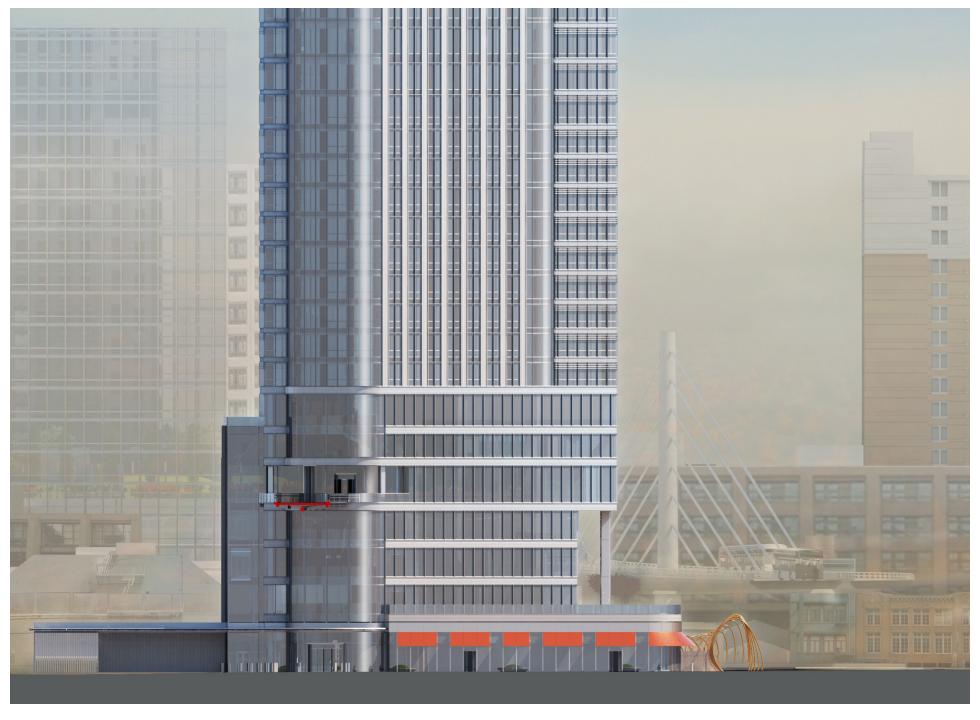
**HOWARD STREET - PLAN** 



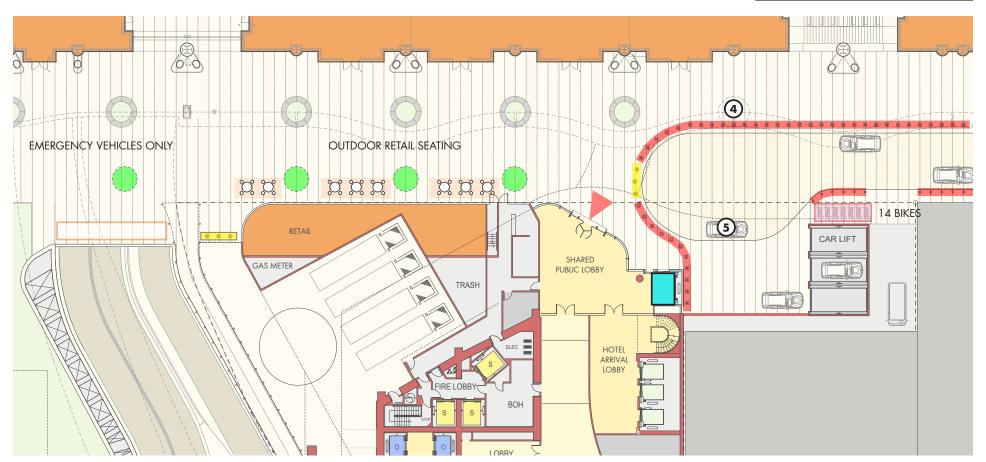
**LOADING DOCK - ELEVATION** 



LOADING DOCK - PLAN

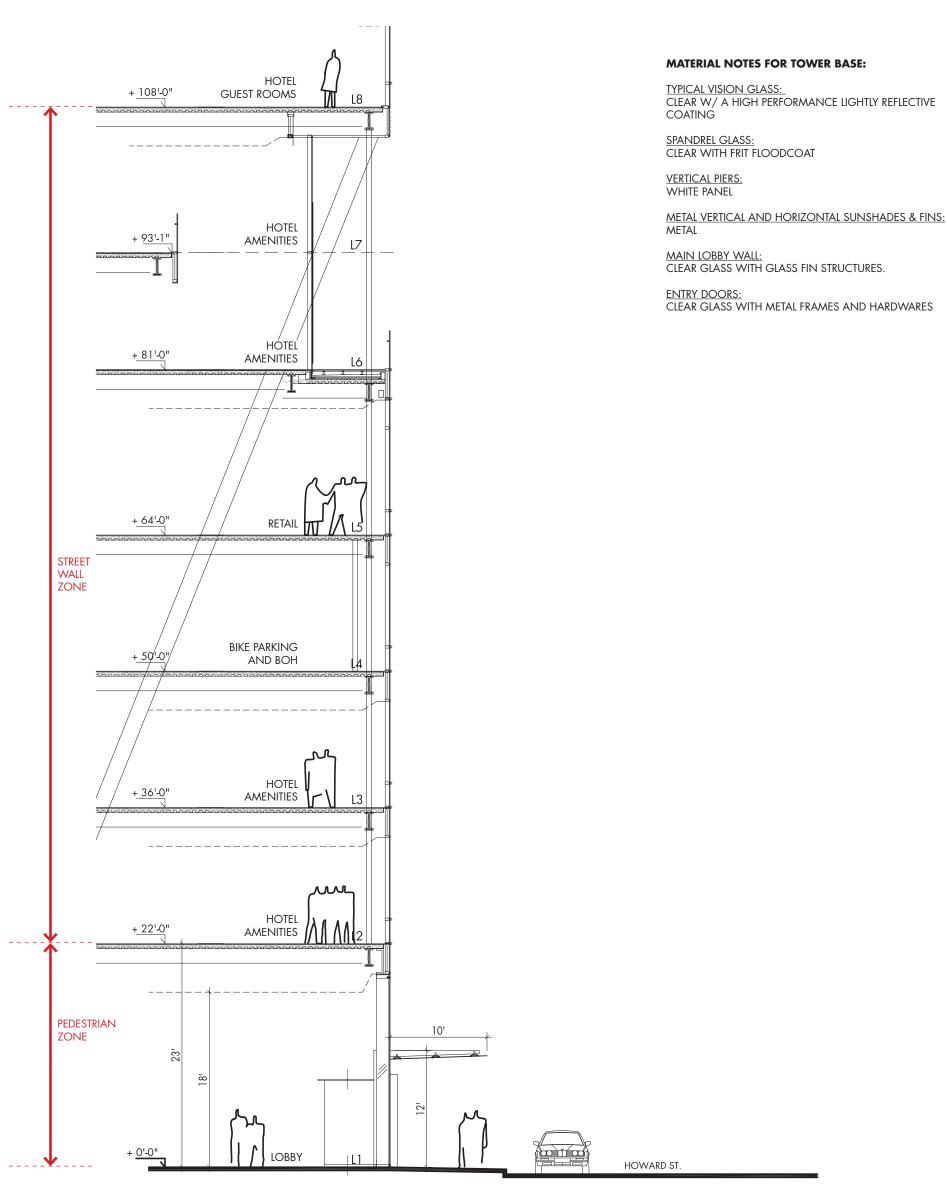


#### NATOMA STREET - ELEVATION



- 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.

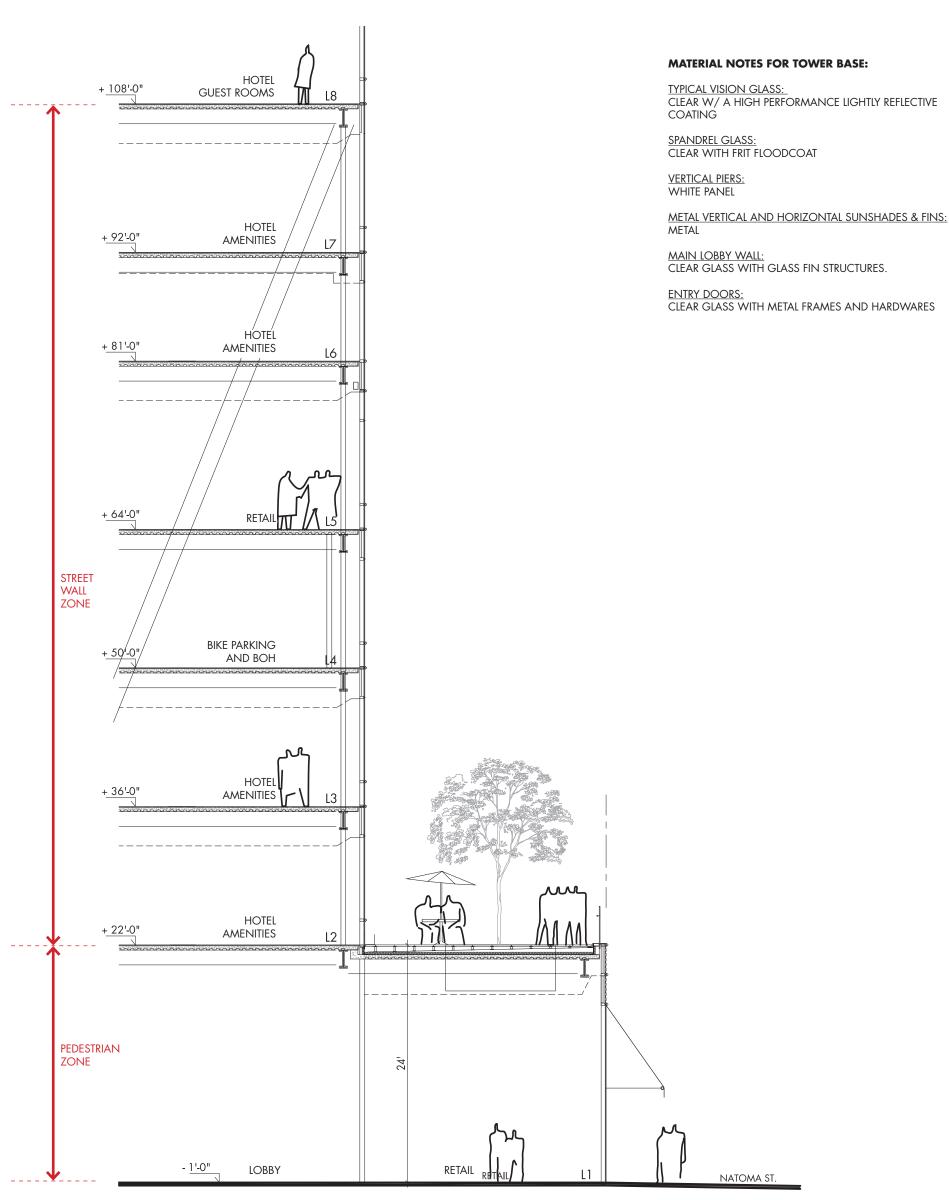
#### STREETWALL ON HOWARD ST.

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.

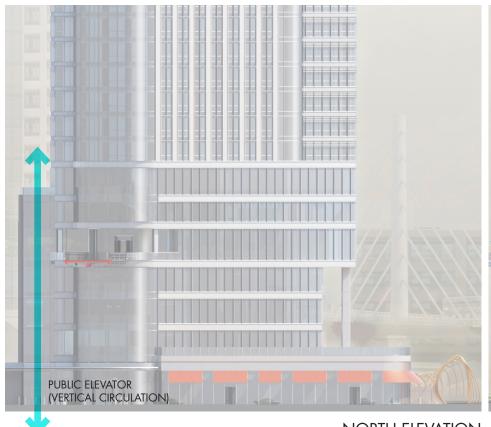
Architectural Submittal 309 Application

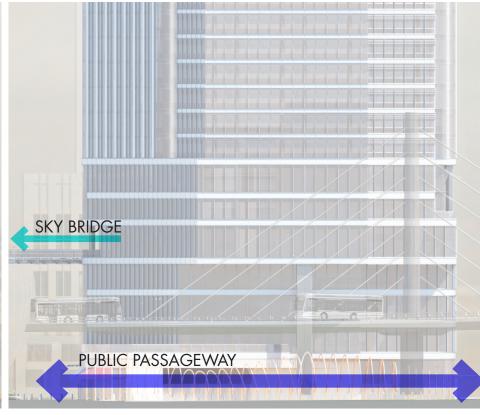
Several architectural articulations help define the Streetwall on Natoma Street.

- 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.



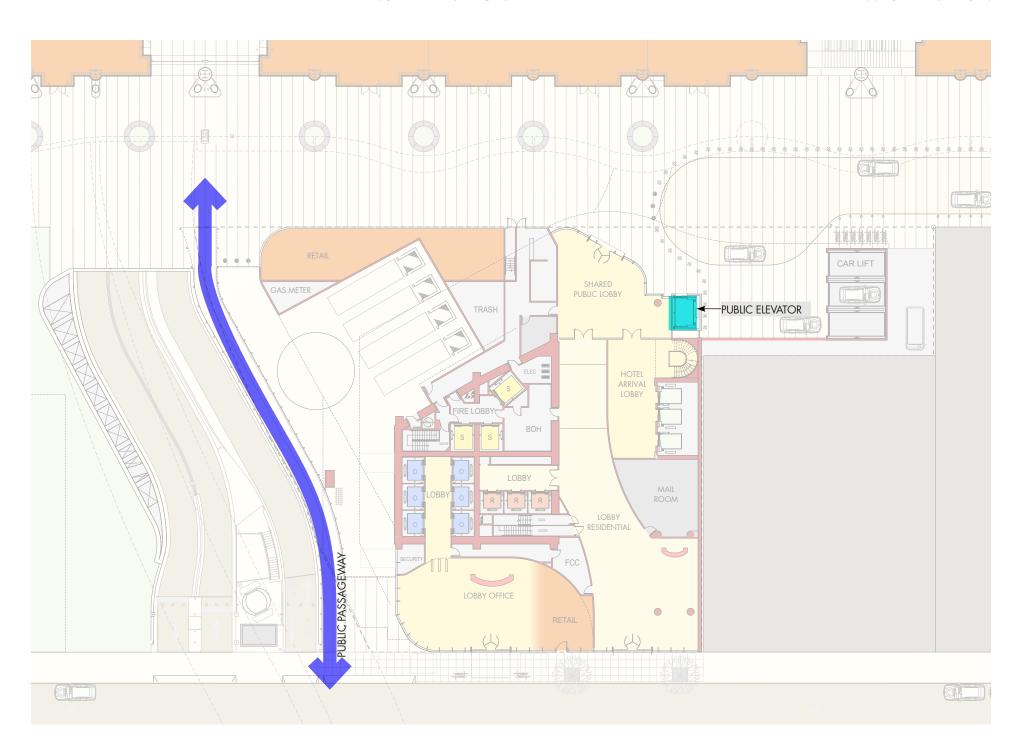
NATOMA STREET - TYPICAL WALL SECTION

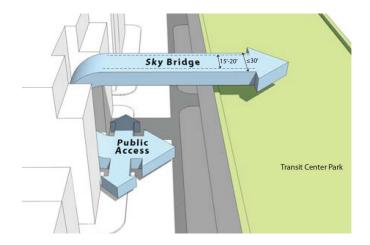




**NORTH ELEVATION** 

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	2 15,305	5,000	10,305	0	0	0	0
61			258	14,916	0	0	
60			258	14,916	0	0	
59			258	14,916	0	0	
58 57			258 258	14,916 14,916	0	0	
56			258	14,916	0	0	
55			258	14,916	0	0	
54			258	14,916	0	0	
53			258	14,916	0	0	•
52			258	14,916	0	0	•
51			258	14,916	0	0	•
50			258 258	14,916	0	0	
49 48			258 258	14,916 14,916	0	0	
47			258	14,916	0	0	
46			258	14,916	0	0	
45			258	14,916	0	0	
44			258	14,916	0	0	
43			258	14,916	0	0	
42			258	14,916	0	0	
41			258	14,916	0	0	
40			258	14,916	0	0	
39 38			258 258	14,916 14,916	0	0	
37			258	14,916	0	0	
36			258	14,916	0	0	
35			258	14,916	0	0	
34	15,305	131	258	14,916	0	0	14,916
33			219	14,412	0	0	14,412
32			8,946	0	0	0	
31			386	0	16,930	0	
30 29			386 386	0	1 <i>7</i> ,830 1 <i>7</i> ,830	0	
28			386	0	17,830 17,830	0	
27			386	0	17,830	0	
26			386	0	1 <i>7</i> ,830	0	
25	18,590	374	386	0	1 <i>7</i> ,830	0	1 <i>7</i> ,830
24			386	0	1 <i>7</i> ,830	0	
23			386	0	17,830	0	
22			386	0	17,830	0	
21			386	0	17,830	0	
20 19			386 386	0	1 <i>7</i> ,830 1 <i>7</i> ,830	0	
18			386	0	17,830	0	17,830 17,830
17			369	0	17,578	0	1 <i>7,57</i> 8
16			370	0	, 0	18,220	
15	18,590	0	370	0	0	18,220	18,220
14			370	0	0	18,220	
13			370	0	0	18,220	
12			370	0	0	18,220	
11 10			370 370	0	0	18,220 18,220	
9			370	0	0	18,220	
8			370	0	0	18,220	
7			4,820	0	0	13,338	13,338
6			738	0	0	16,745	16,745
5			13,408	0	6,053	0	
4			6,260	0	0	12,597	
3			372	0	0	18,485	18,485
2			437	1 406	2 222	18,485	18,485
B1 Mezz.	22,300 7,900		15,986 5,260	1,496	3,323	1,496 2,640	
B1 Mezz. B1			19,300	0	0	2,640	2,640 0
B2			18,430	0	0	0	0
B3			18,430	0	0	0	0
B4			18,430	0	0	0	0
Tota	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: Perimeter area is measured at 4' above finished floor

The above calculations for deducted area assumes the following understanding of CCSF code: 1: Floor space used for off-street parking or loading.

(MEP, Elec, Tel rooms/shafts, Restroom shafts/risers)

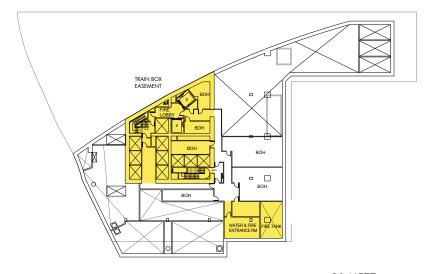
6: Ground floor lobby circulation space (3,480 SF)

AREA SCHEDULE {2019.12.18}

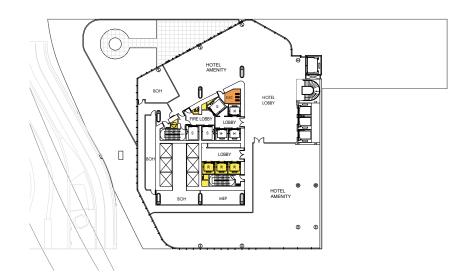
<sup>2:</sup> Basement space used for storage or services necessary to the operation or maintenance of the building3: Elevator or stair penthouses, etc at the top of the building used for operation or maintenance of the building

<sup>4:</sup> Mechanical equipment areas necessary to the operation of the building

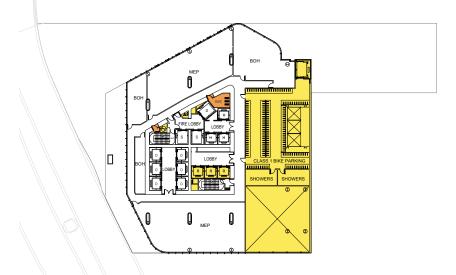
<sup>5:</sup> Retail area less than 5,000 SF per use on ground and park level
(L1 retail on Natoma St.= 1,605 SF, L1 retail on Howard St.= 714 SF, and retail at park level= 5,000 SF)



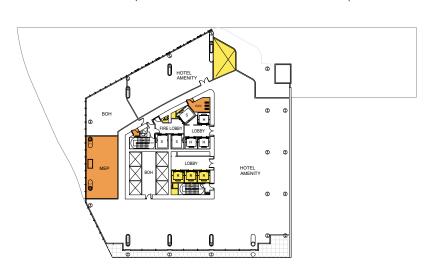
B1 MEZZ. 7,900 SF PERIMETER AREA: DEDUCTS PER SF PLANNING CODE: 5,260 SF CCSF GROSS AREA ABOVE / BELOW GRADE: 2,640 SF



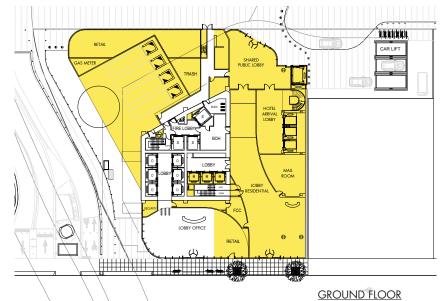
PODIUM - LEVEL 2 19,022 SF PERIMETER AREA: DEDUCTS PER SF PLANNING CODE: 437 SF MEP DEDUCTS PER SF PLANNING CODE: 100 SF CCSF GROSS AREA ABOVE / BELOW GRADE: 18,485 SF



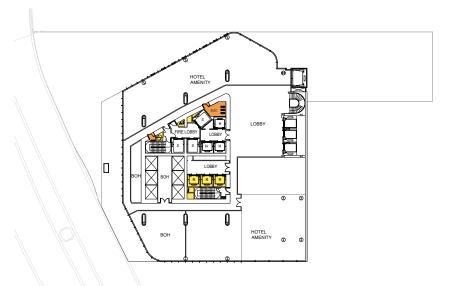
PODIUM - LEVEL 4 PERIMETER AREA: 19,022 SF DEDUCTS PER SF PLANNING CODE: 6,260 SF MEP DEDUCTS PER SF PLANNING CODE: 165 SF 12,507 SF CCSF GROSS AREA ABOVE / BELOW GRADE:



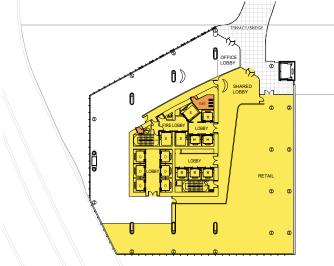
PODIUM - LEVEL 6 PERIMETER AREA: 18,719 SF DEDUCTS PER SF PLANNING CODE: 738 SF MEP DEDUCTS PER SF PLANNING CODE: 1,236 SF 16,745 SF CCSF GROSS AREA ABOVE / BELOW GRADE:



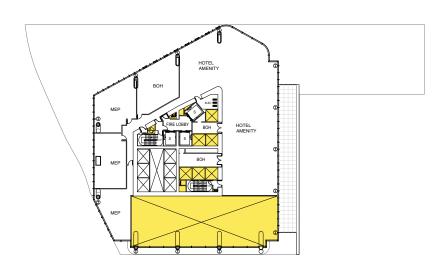
PERIMETER AREA: 23,300 SF 15,986 SF DEDUCTS PER SF PLANNING CODE: CCSF GROSS AREA ABOVE / BELOW GRADE: 6,314 SF



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** 

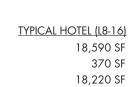
18,158 SF

13,338 SF

4,820 SF

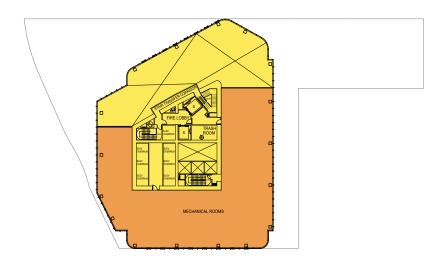


PERIMETER AREA:
DEDUCTS PER SF PLANNING CODE:
CCSF GROSS AREA ABOVE / BELOW GRADE:





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

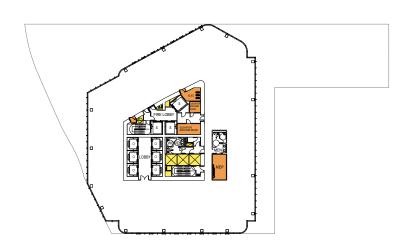


PERIMETER AREA: 17,690 SF
DEDUCTS PER SF PLANNING CODE: 8,946 SF
MEP DEDUCTS PER SF PLANNING CODE: 8,744 SF
CCSF GROSS AREA ABOVE / BELOW GRADE: 0 SF



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

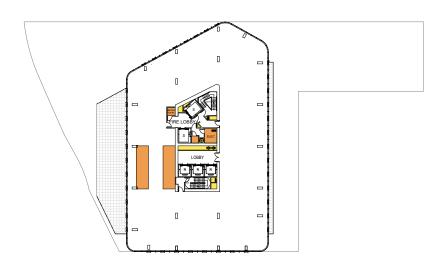
369 SF

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:

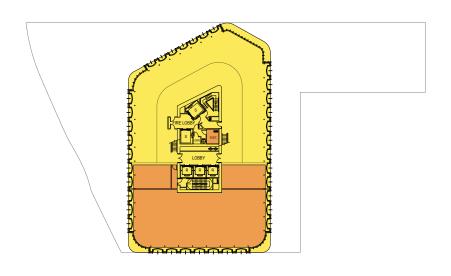
RESIDENTIAL (L33)

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:

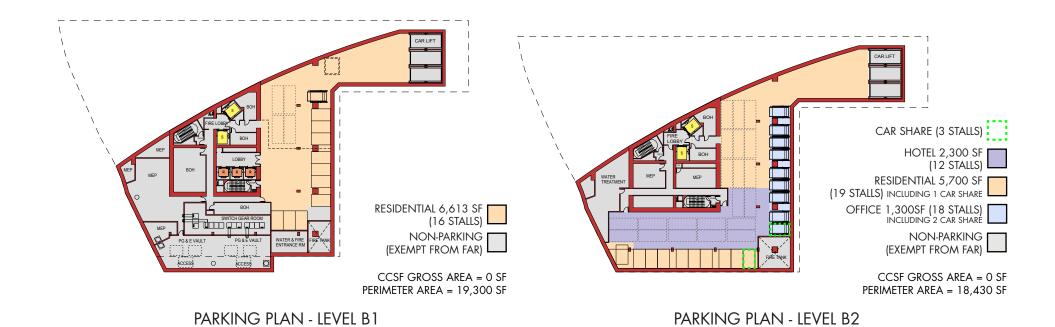
ROOF (L62) 15,305 SF 10,305 SF 5,000 SF 0 SF

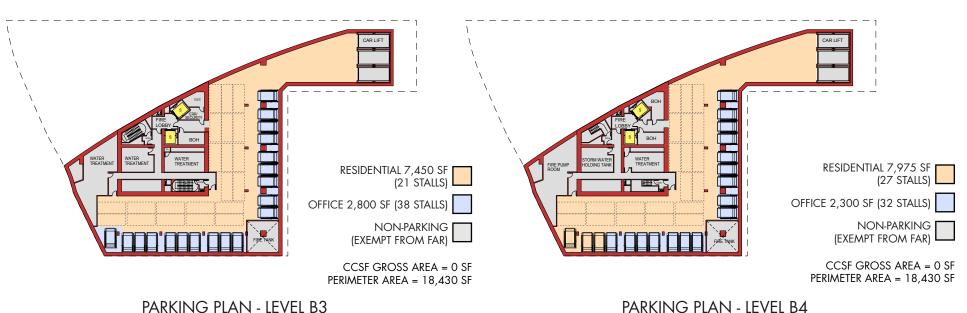
**GROSS AREA SUMMARY** 

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	



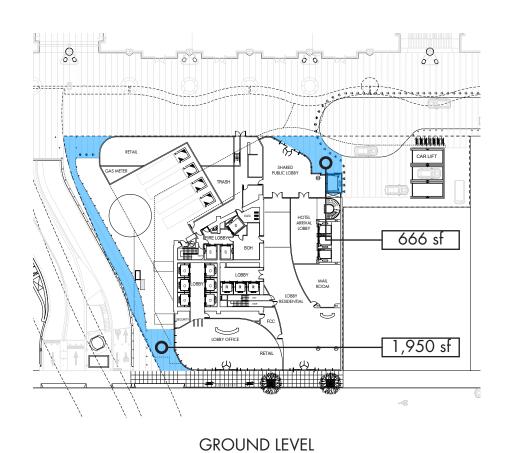


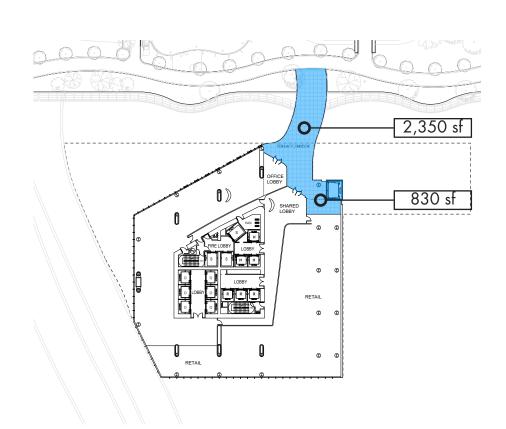
PARKING PLAN - LEVEL B3

PARKING SUMMARY

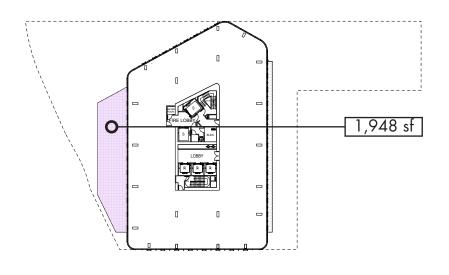
Residential:	165 units	Required Open Space	Proposed Open Space	Notes
48 SF Common Open Space x 165 units	_	7,920	7,494	Roof Top Terrace
			1,948	Terrace at 33L
TOTAL RESIDENTIAL OPEN SPACE		7,920	9,442	Planning Code 138(g)

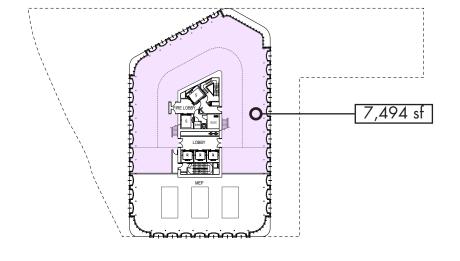
Commercial:	523,439 SF	Required Open Space	Proposed Open Space	Notes
1 SF of open space / 50 SF		10,469	5,000	Bonus (Section 138(j)(1)(F)(iv))
			1,950	Gr. Flr. Passage
			666	Access to Public elevator
			830	Public elevator to Park level (L1-L5)
			2,350	Bridge & Terrace at 5L
TOTAL COMMERCIAL OPEN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





PODIUM - LEVEL 5





**RESIDENTIAL AMENITY - L 33** 

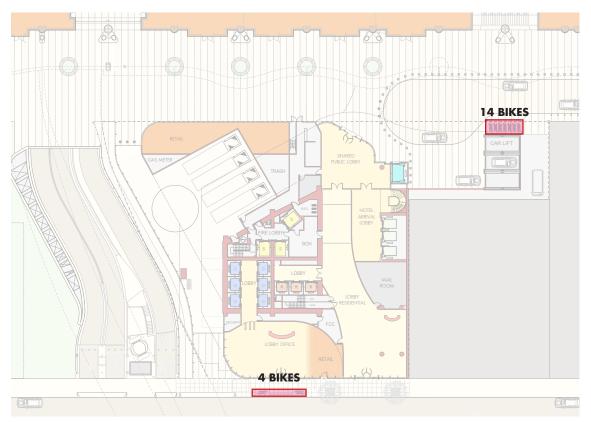
**ROOF** 



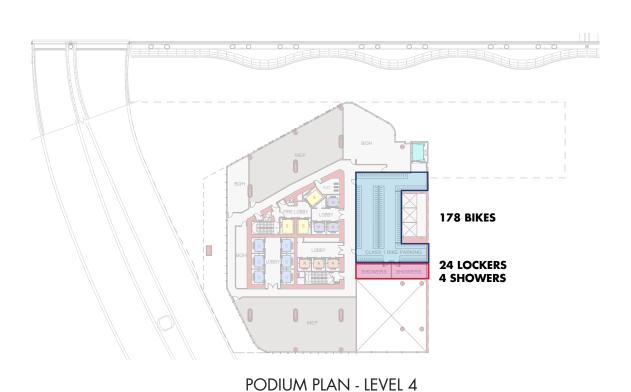
**OPEN SPACE SUMMARY** 

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	(§ 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



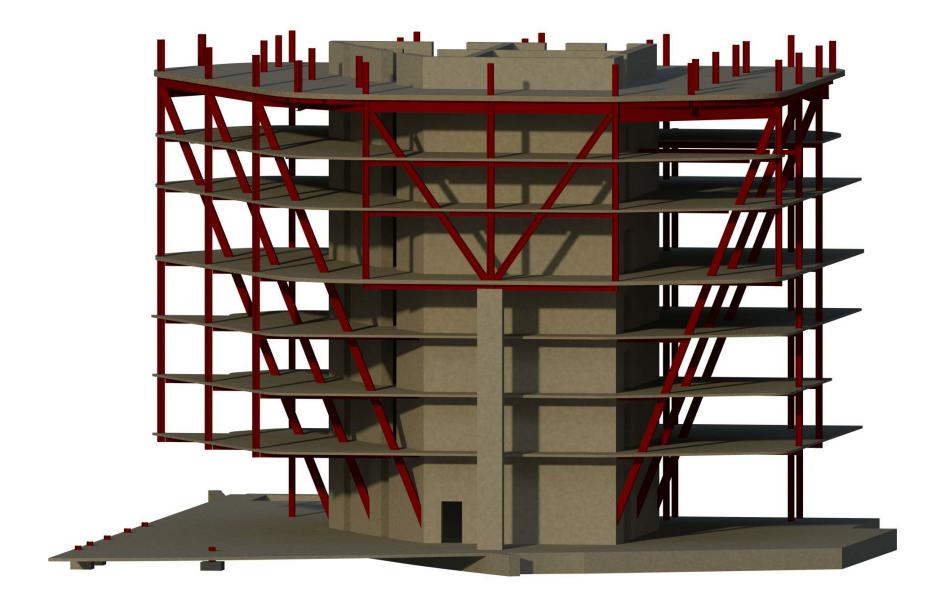
# STRUCTURAL SYSTEM MAGNUSSON KLEMENCIC ASSOCIATES

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**

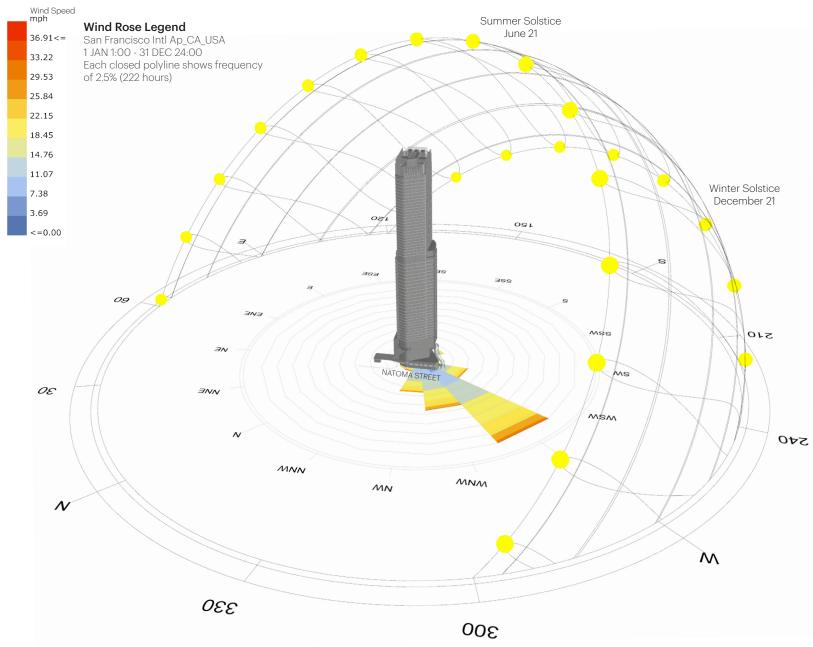
The building will provide natural daylight and quality views to its occupants.

#### 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.

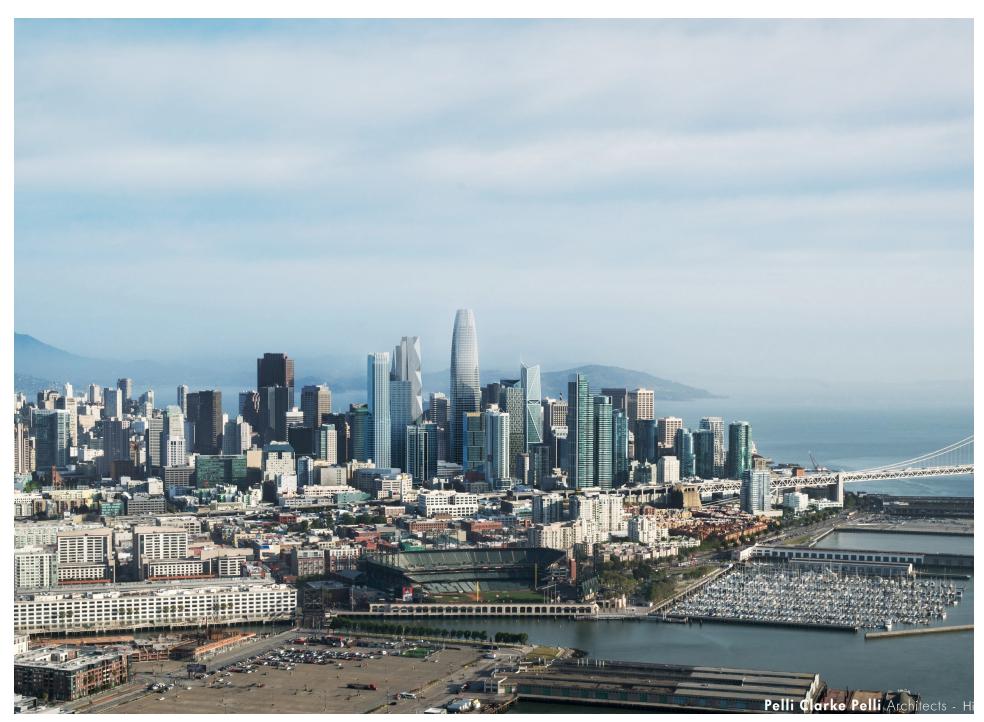
#### **INNOVATION**

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





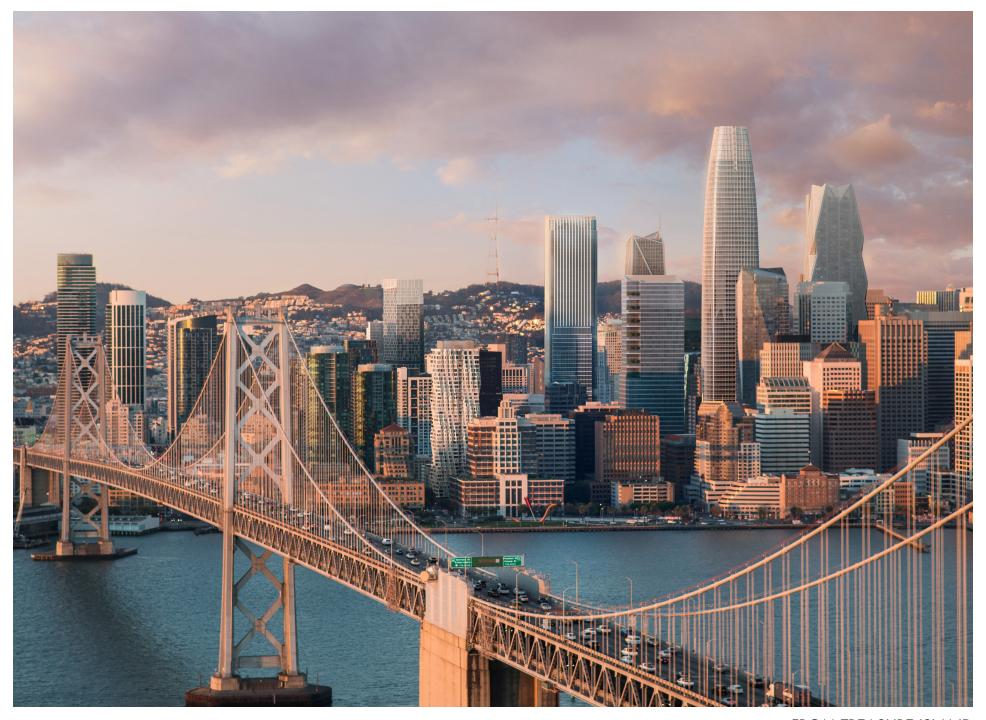
FROM DOLORES PARK



FROM MISSION BAY



AERIAL VIEW OF DOWNTOWN - FACING WEST



FROM TREASURE ISLAND



542-550 Howard Street, San Francisco, CA.

Architectural Submittal 309 Application





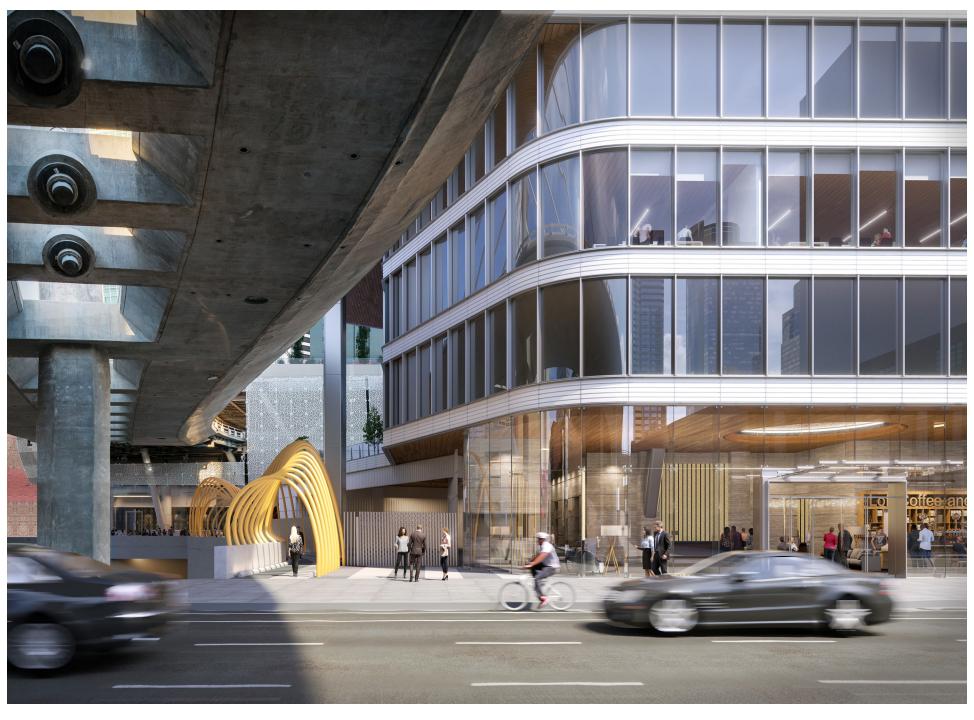


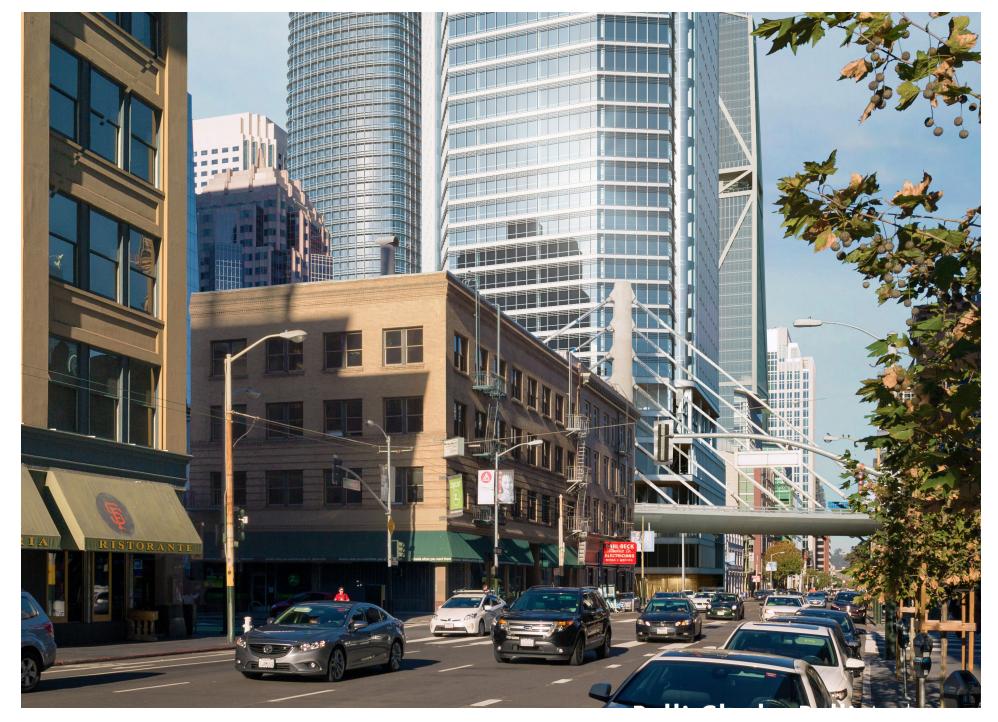


**HOWARD STREET LOOKING WEST** 



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



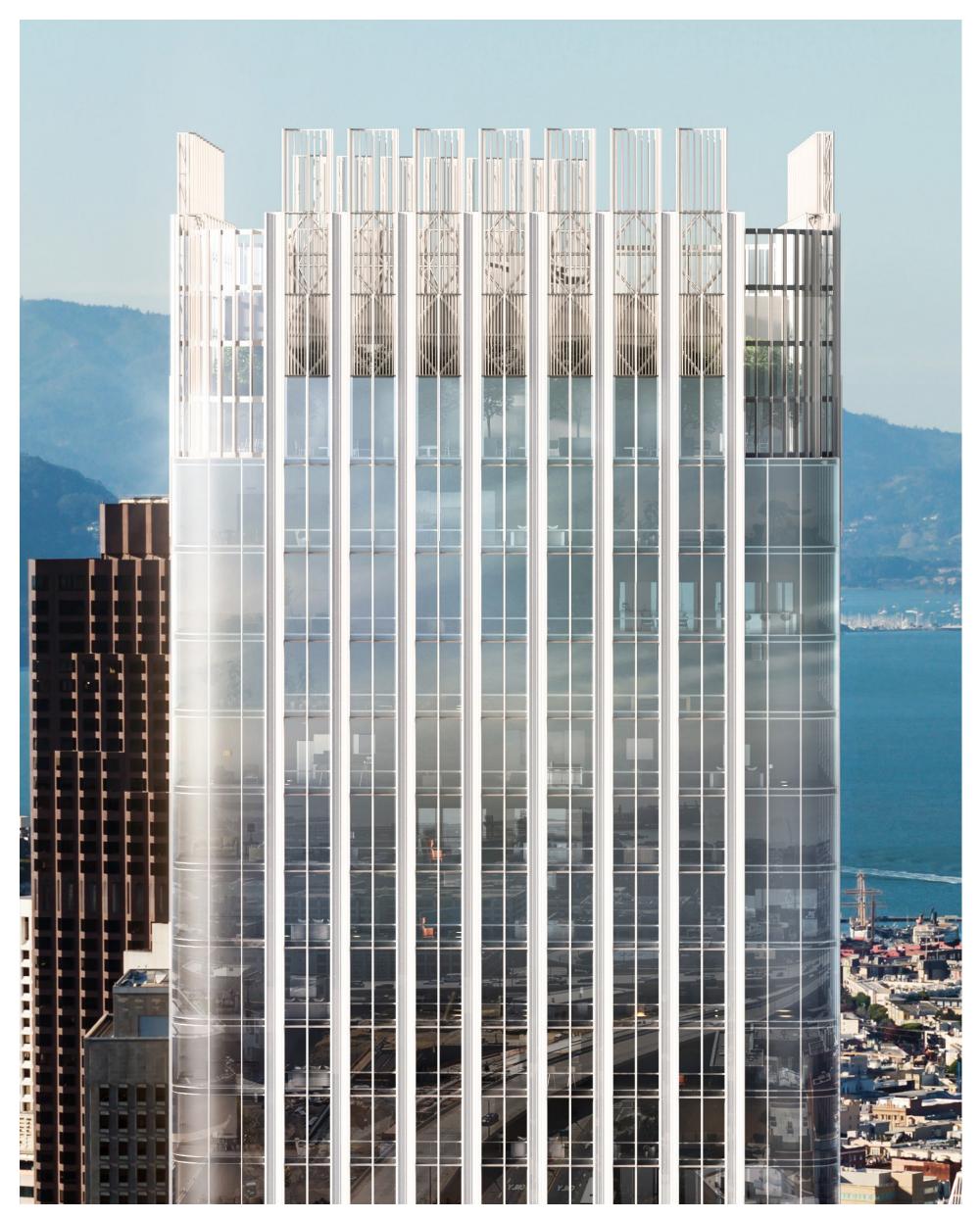
NATOMA STREET LOOKING WEST



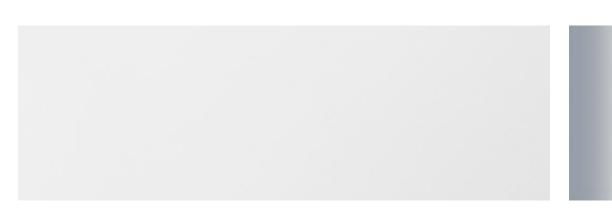
VIEW OF BRIDGE CONNECTION AT PARK LEVEL



Architectural Submittal 309 Application



**TOWER** 



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

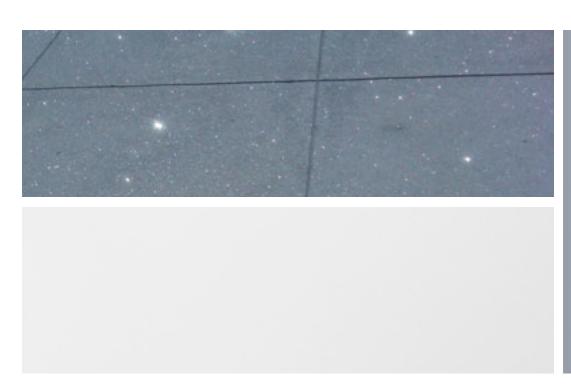
VERTICAL PIERS WITH WARM WHITE MAT FINISH PANELS

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**

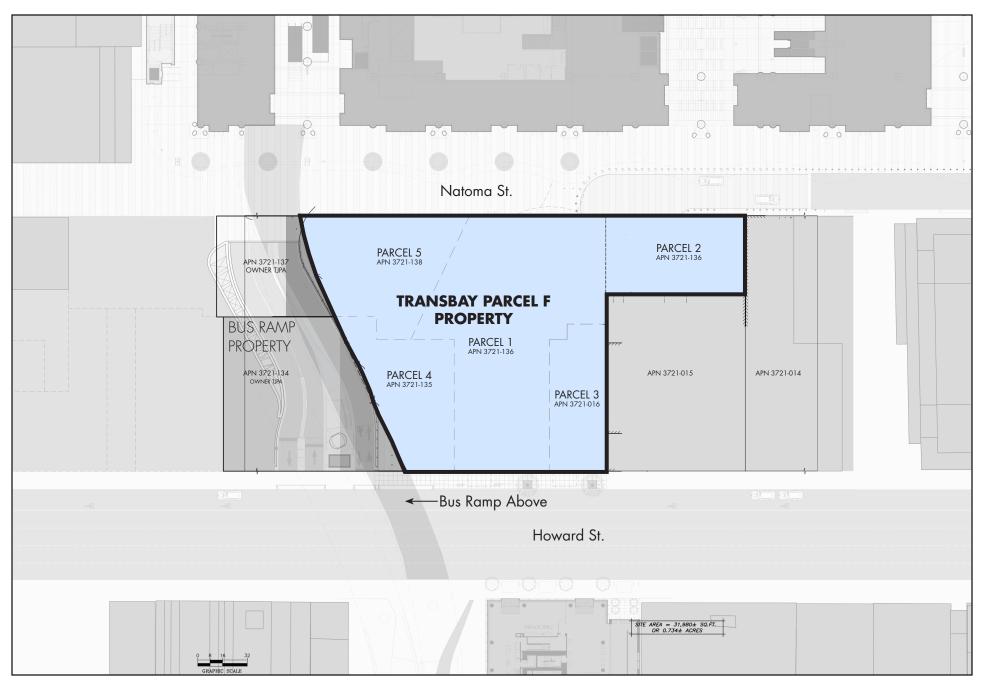
542-550 Howard Street, San Francisco, CA Supplemental Diagrams for 309 Application (12/20/19) Hines & Urban Pacific

Pelli Clarke Pelli Architects pcparch.com

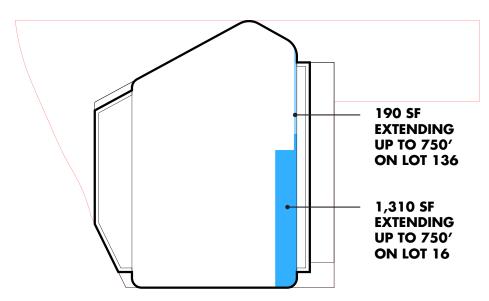
NEW HAVEN NEW YORK SAN FRANCISCO SHANGHAI TOKYO

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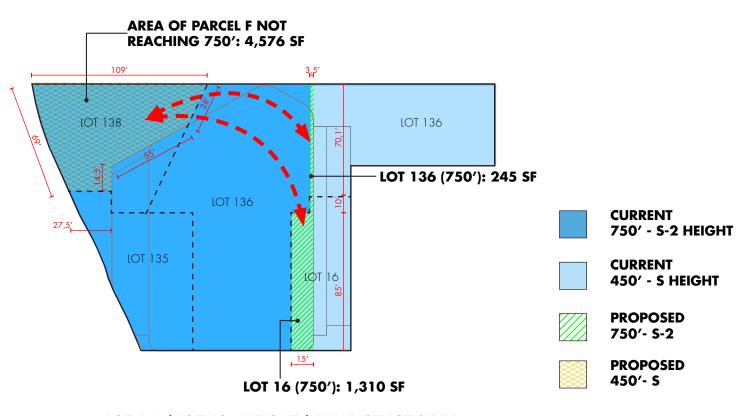
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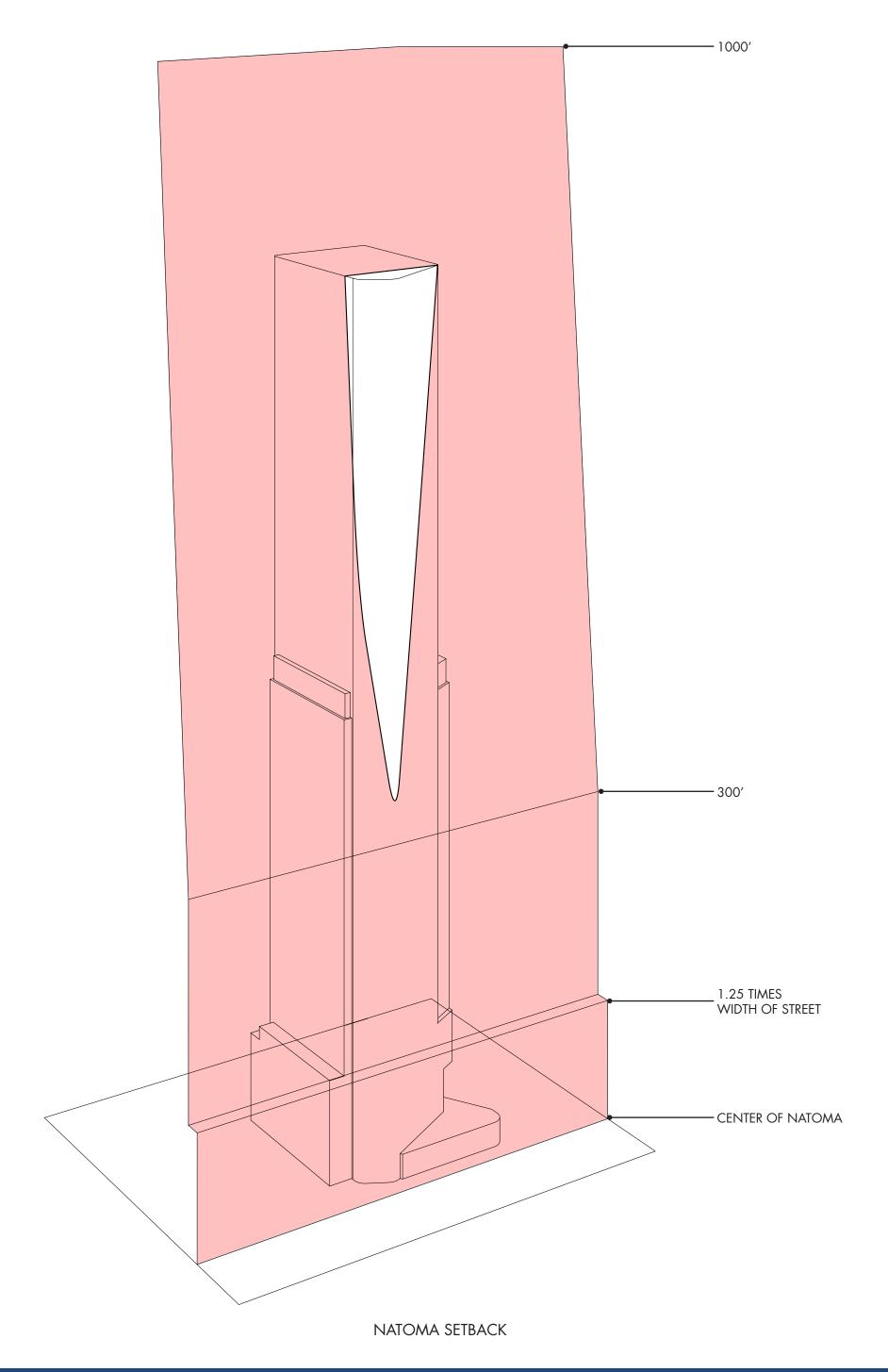
SITE PLAN/PARCELIZATION

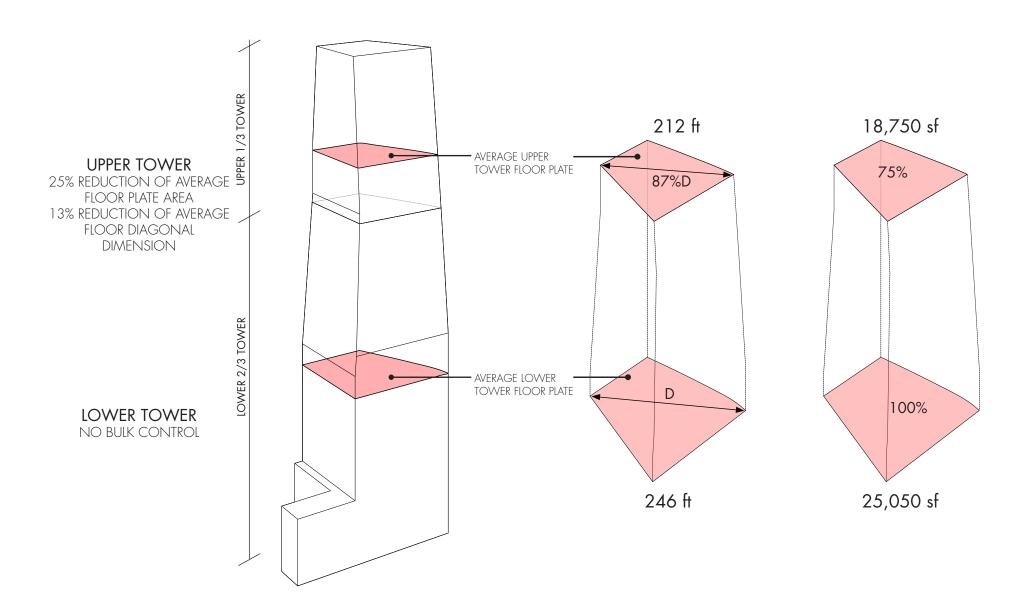


### PORTION OF BUILDING AREA REQUIRING RE-CLASSIFICATION TO 750-S-2

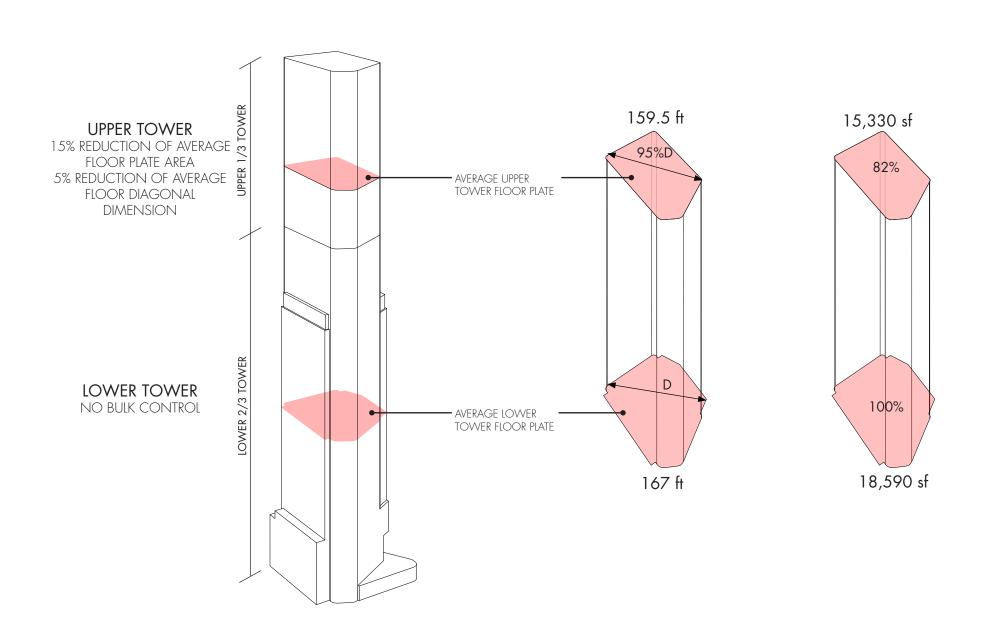


LOT 16 / LOT 136 HEIGHT/BULK DISTRICT SWAP

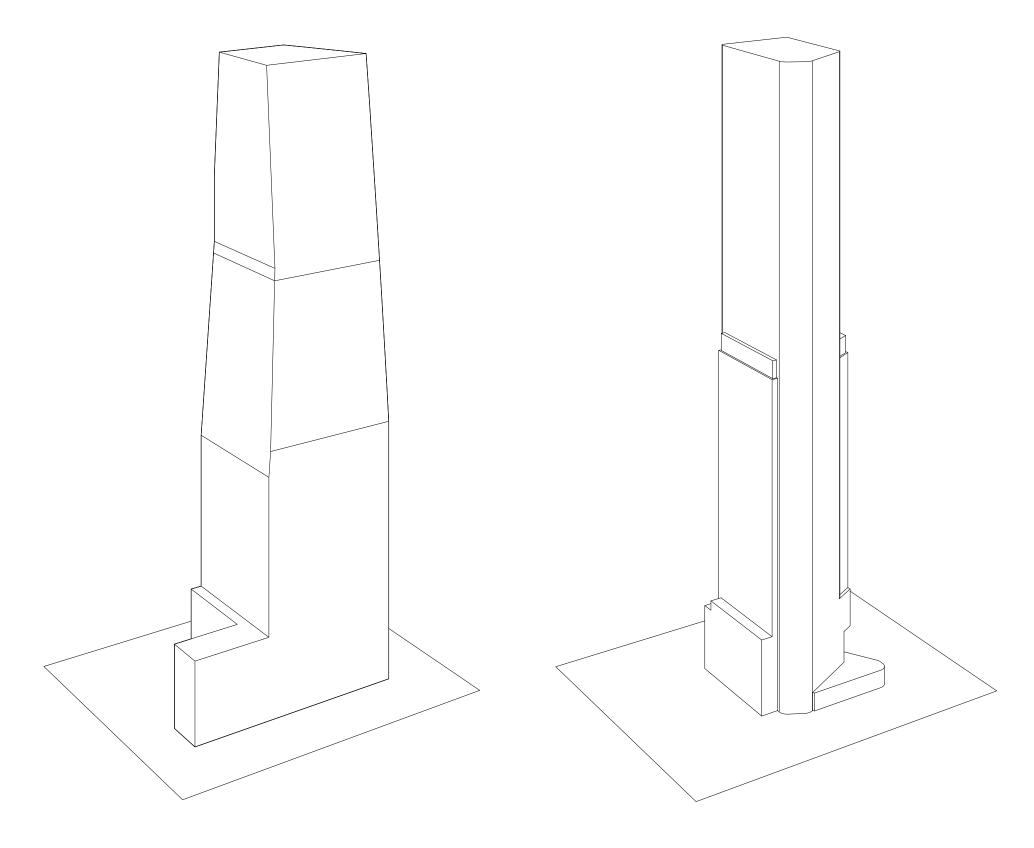




## **BULK REDUCTION**



## PROPOSED BULK REDUCTION



VOLUME WITH STRICT ADHERENCE TO SETBACKS AND BULK LIMITS

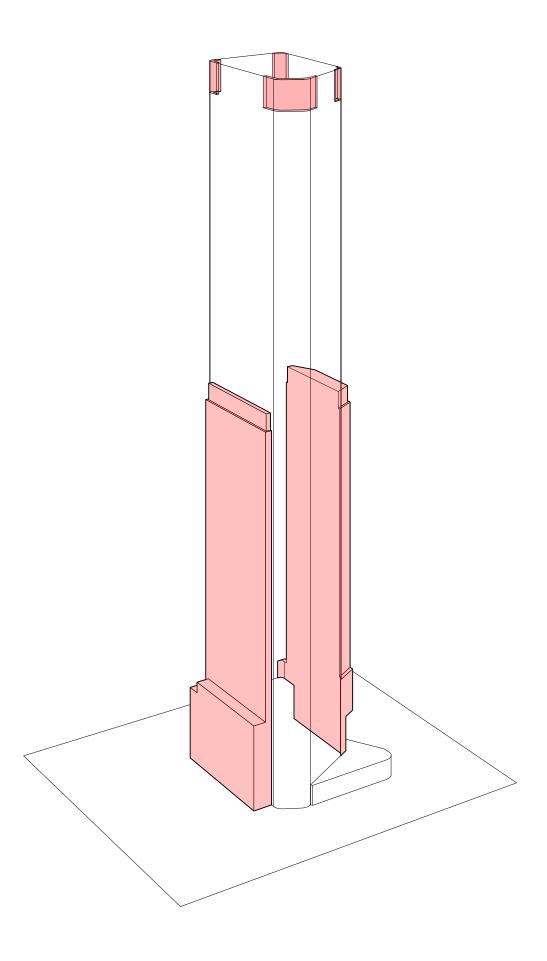
PROPOSED DESIGN

## **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

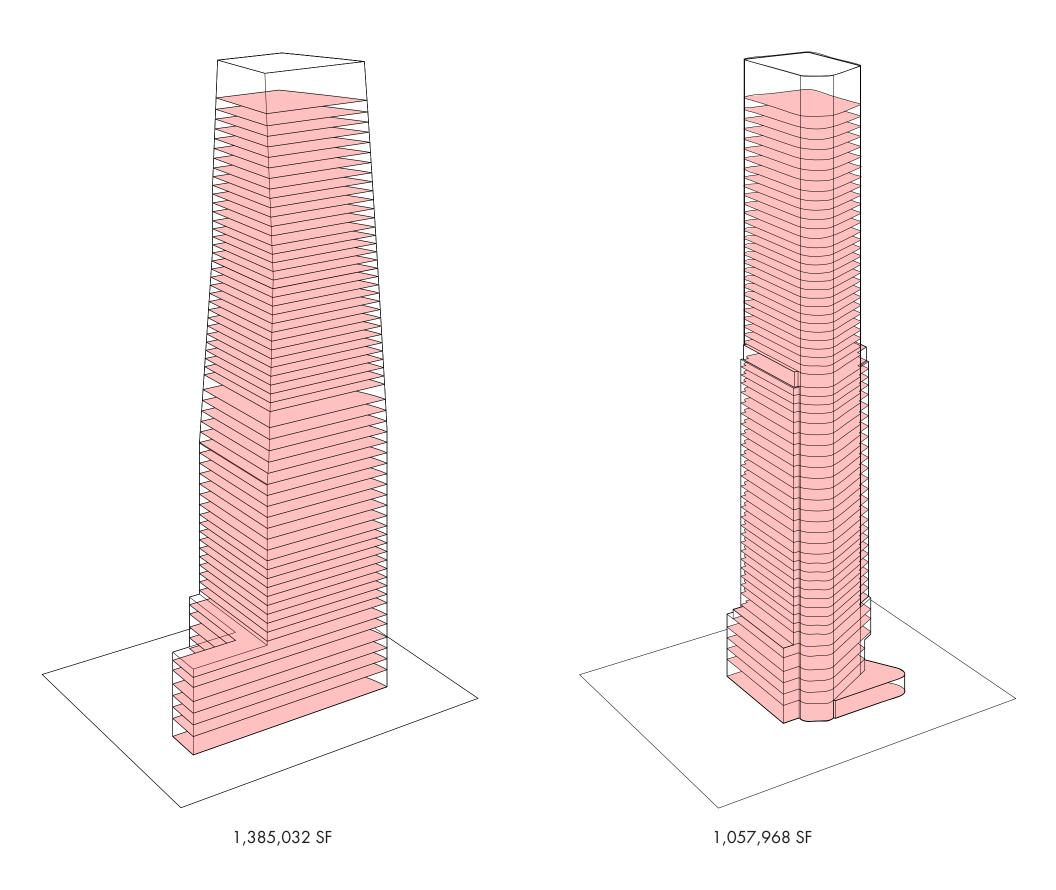


## COMPLIANCE WITH SECTION 272.4A CRITERIA

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

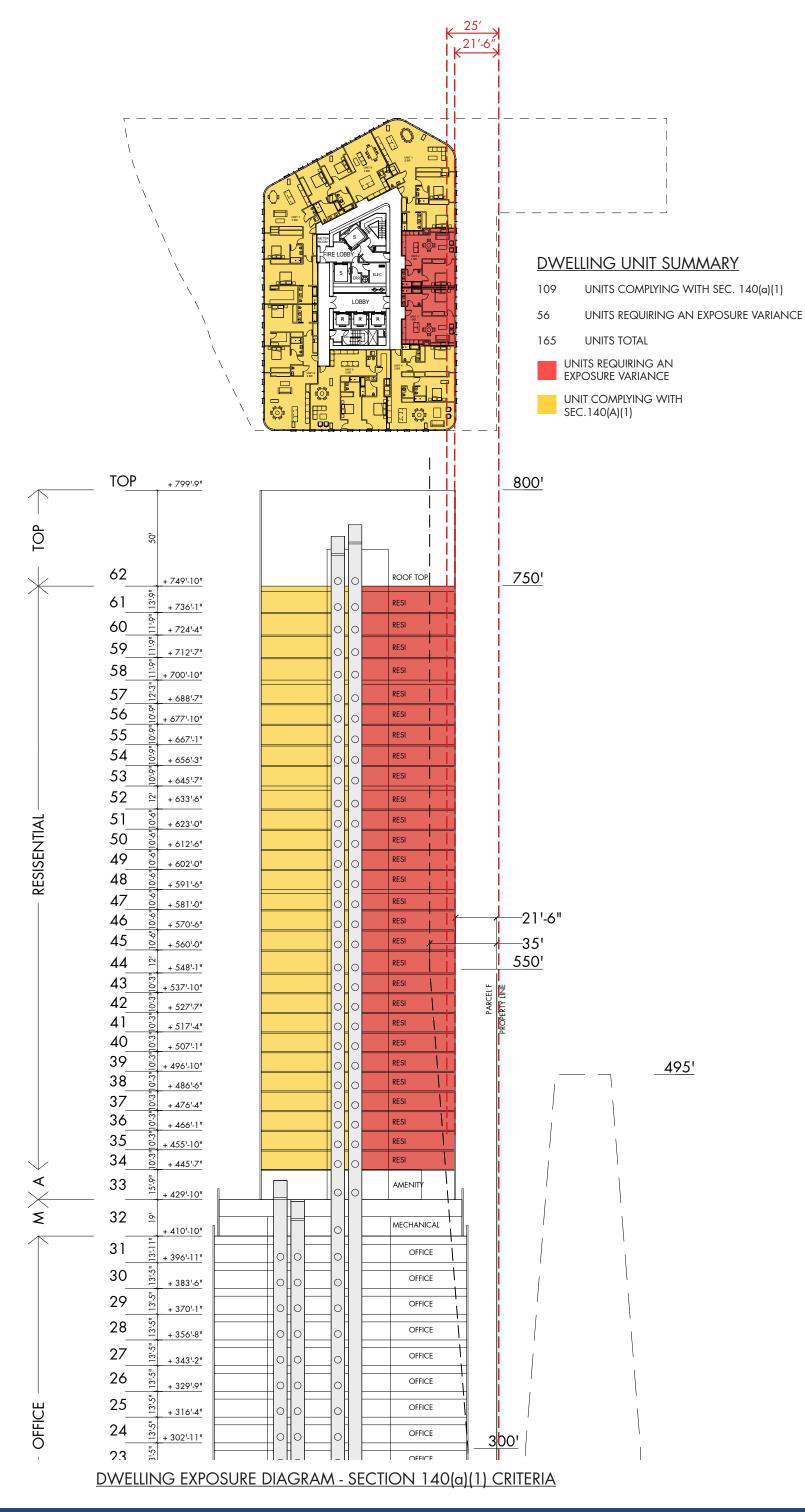
## COMPLIANCE WITH SECTION 272.4B CRITERIA

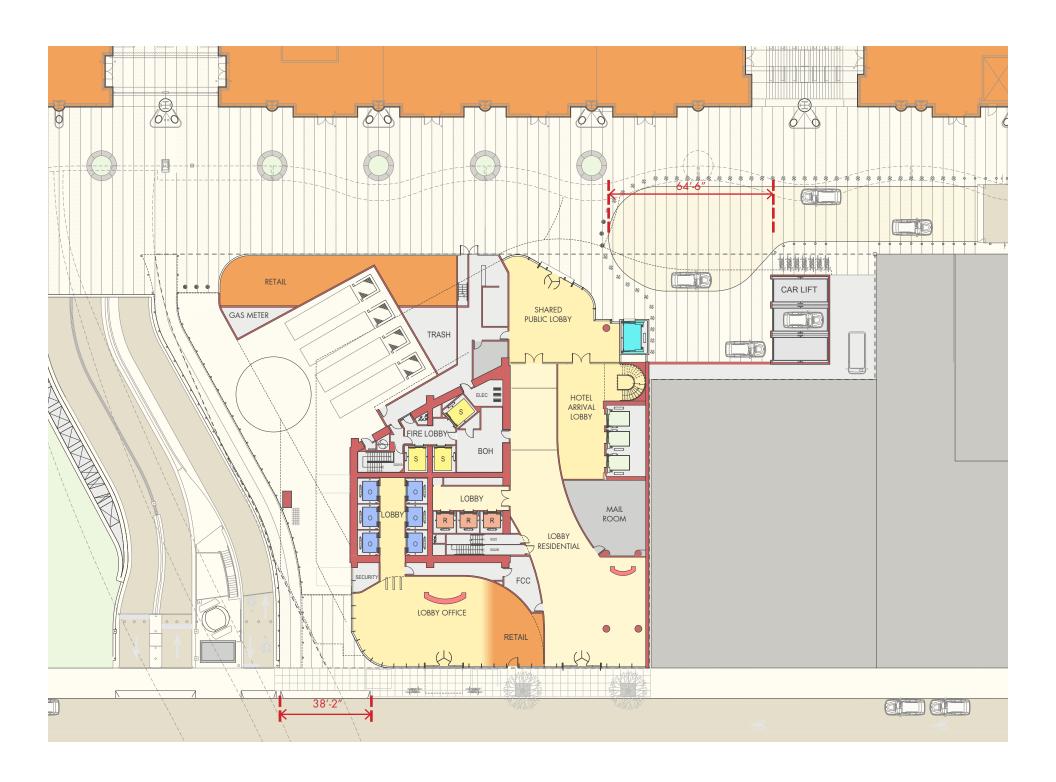
SIGNIFICANT DIFFERENCES IN THE HEIGHTS OF VARIOUS PORTIONS OF THE BUILDING, STRUCTURE OR DEVELOPMENT THAT DIVIDE THE MASS INTO DISTINCT ELEMENTS.



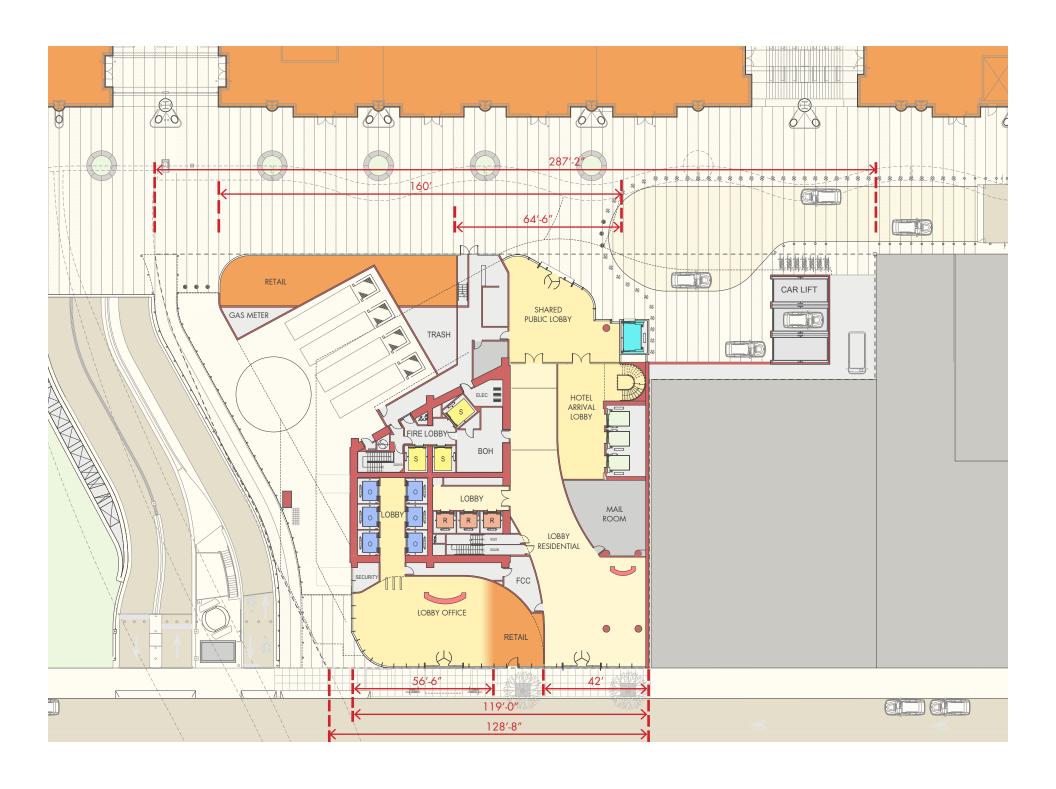
## COMPLIANCE WITH SECTION 272.6 CRITERIA

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.

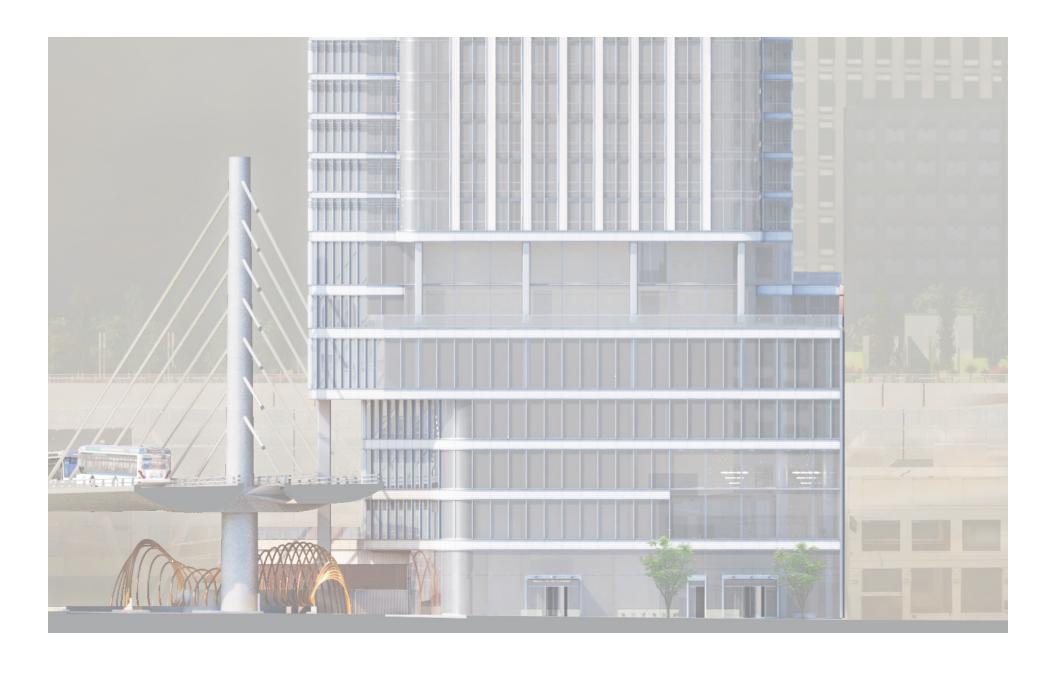


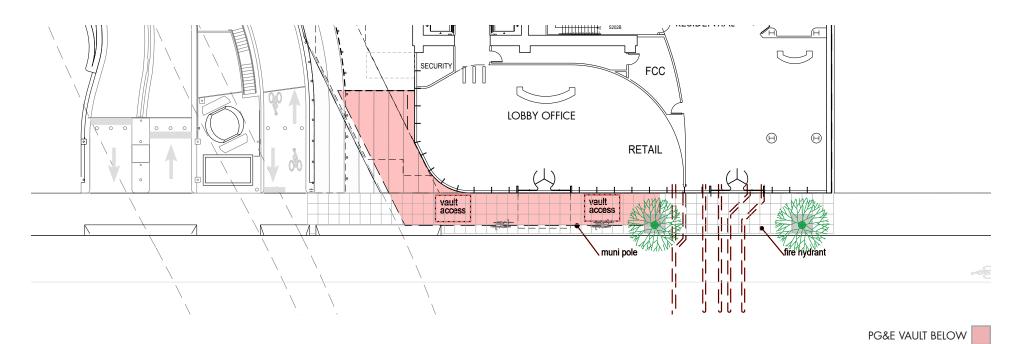


PARKING / LOADING ENTRANCES - SECTION 145 CRITERIA

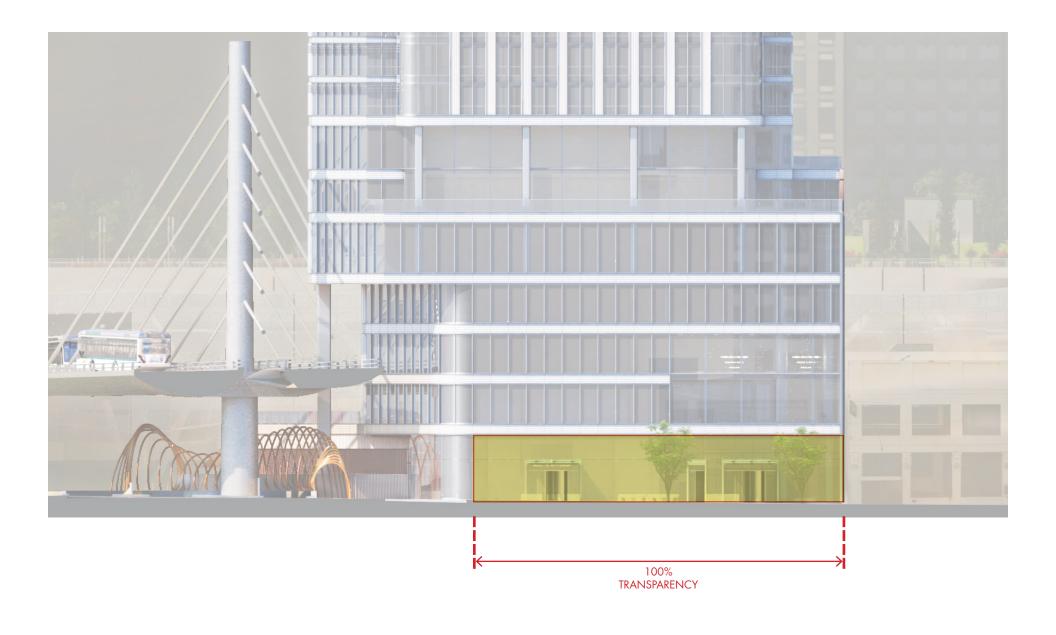


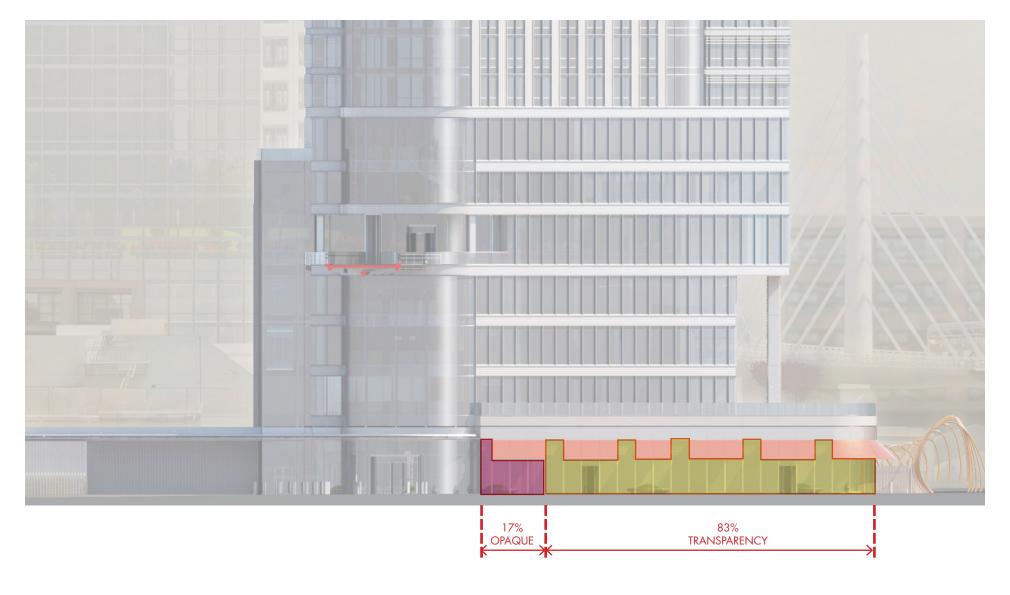
ACTIVE FRONTAGE DIAGRAM - SECTION 145.1 CRITERIA

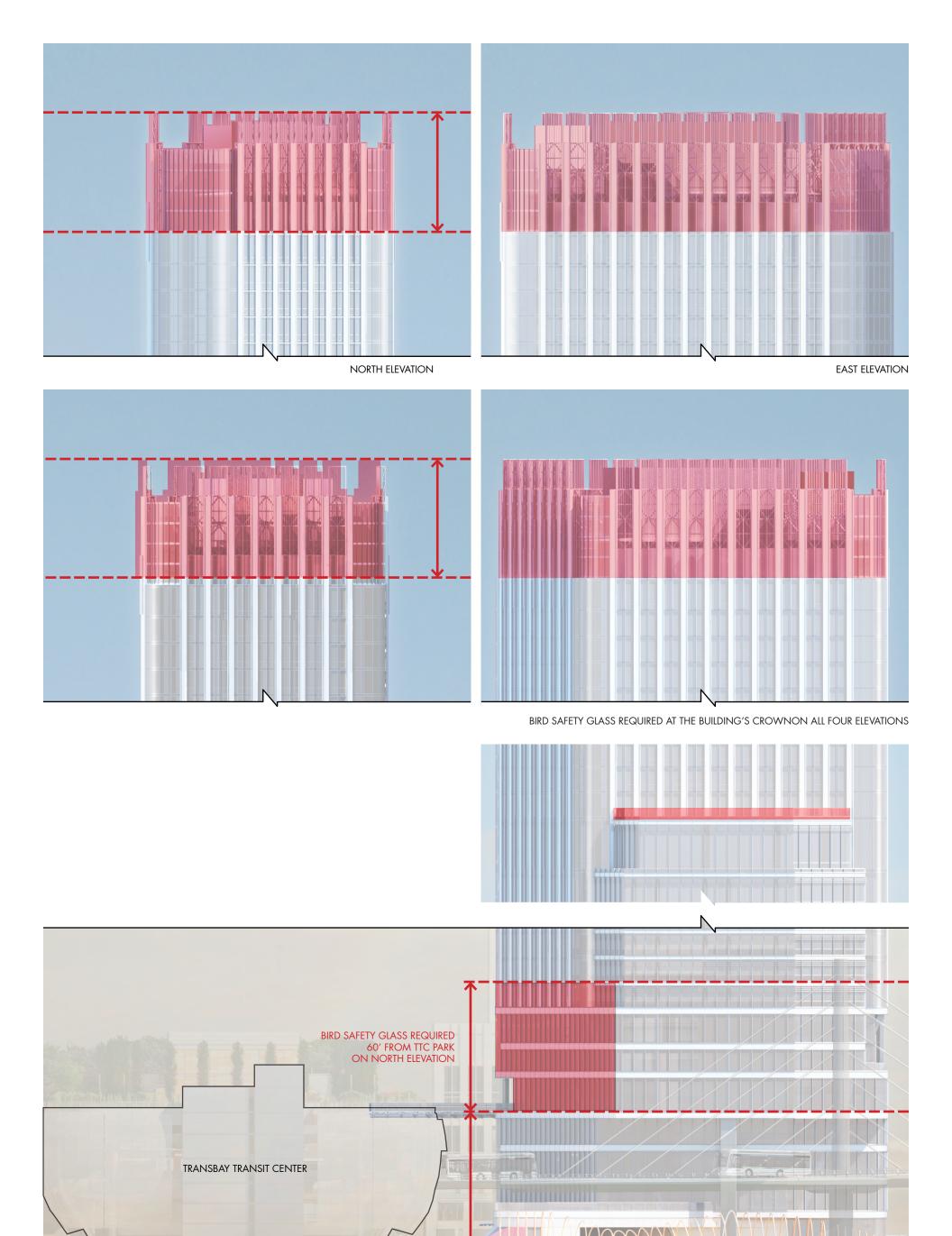




- $\hbox{-}\,STORM/SEWER,\,PG\&E\,\,VAULT\,\&\,\,INCOMING\,\,UTILITIES\,\,LIMIT\,\,THE\,\,POSSIBILITY\,\,OF\,\,PLANTING\,\,NEW\,\,TREES\,\,ALONG\,\,HOWARD\,\,ST.$
- PROPOSED TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJPA AND UTILITY COMPANIES





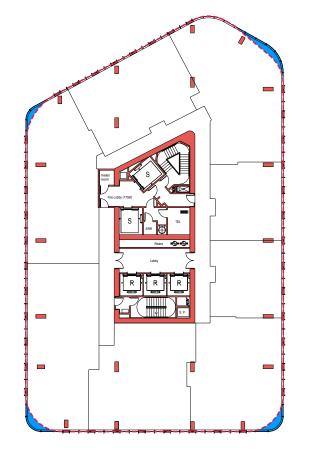


BIRD SAFETY GLAZING WILL BE PROVIDED ON ALL FEATURE RELATED HAZARDS NOT YET DETERMINED - PER SECTION 139 OF PLANNING CODE.

**COMPLIANCE WITH SECTION 139 CRITERIA** 

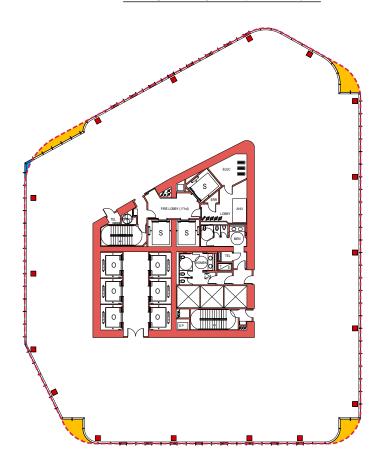
542-550 Howard Street, San Francisco, CA.

WEST ELEVATION



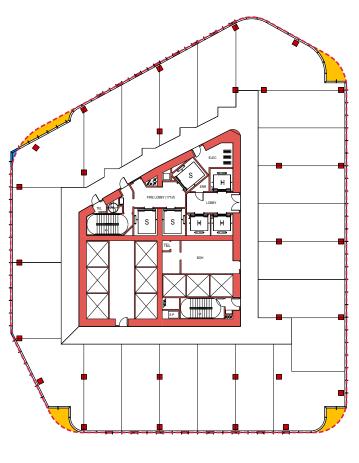
PREVIOUS FLOOR PLATE: 15,000 SF REVISED FLOOR PLATE: 15,305 SF 305 SF ADDITION PER FLOOR PLATE

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

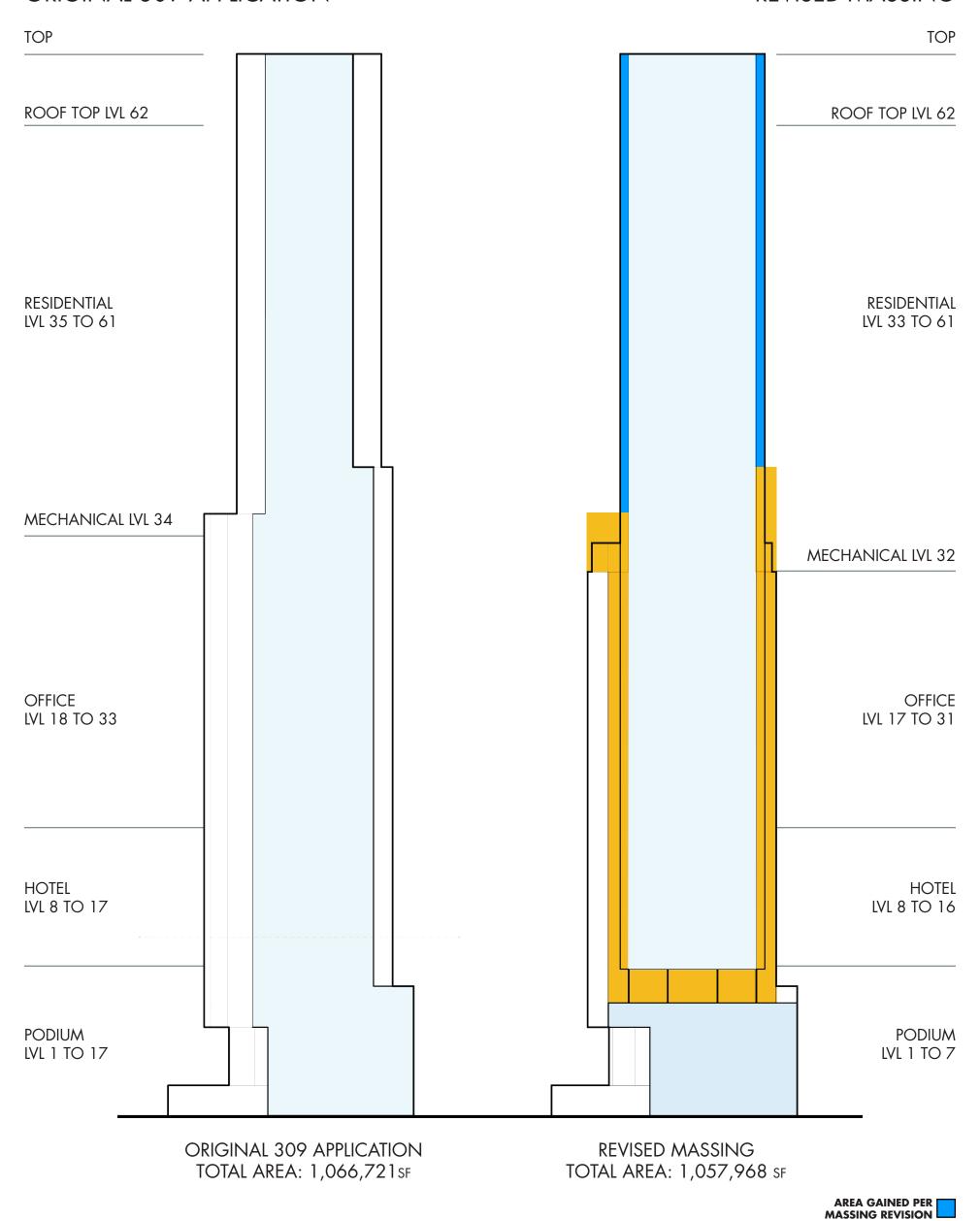
AREA GAINED PER MASSING REVISION

AREA LOSS PER MASSING REVISION

**Parcel F Tower** 

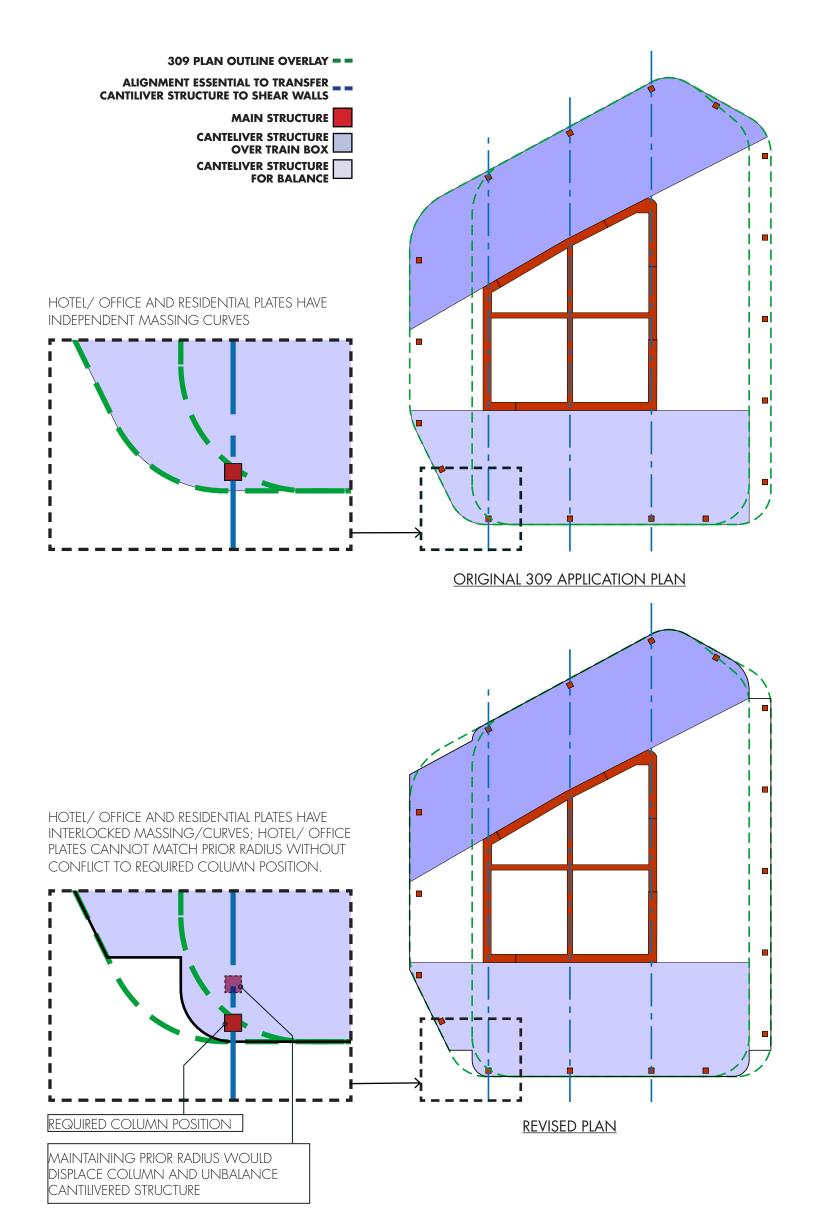
### **ORIGINAL 309 APPLICATION**

### **REVISED MASSING**



NET AREA LOSS: 8.753 SF

AREA LOSS PER

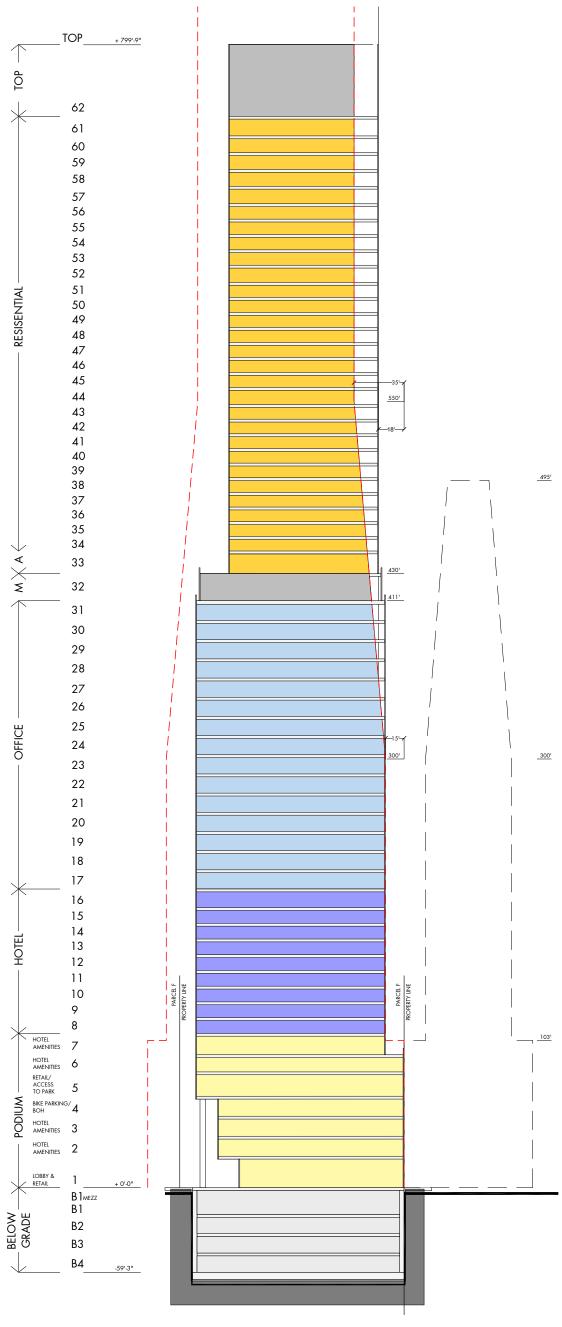


#### CONFLICT BETWEEN PREVIOUS CORNER RADIUS AND STRUCTURE

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.

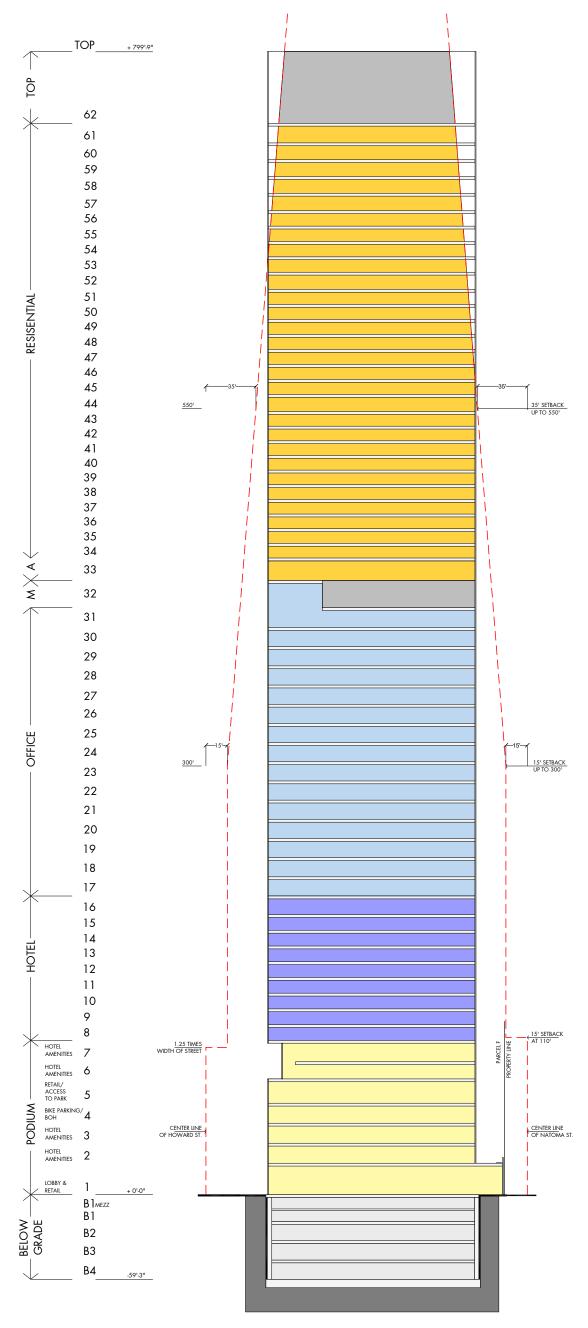
THE PROJECT'S MAJOR DESIGN FEATURES, DEVELOPED IN CONJUNCTION WITH UDAT STAFF, ALSO LIMIT THE ABILITY TO ADJUST FLOOR PLATE DIMENSIONS. SPECIFICALLY, THE DESIGN'S ICONIC VERTICALITY INTERLOCKS THE RESIDENTIAL PLATE (AND ITS MAJOR DIMENSIONS) WITH THE FLOOR PLATES BELOW, PRECLUDING INDEPENDENT ADJUSTMENT. 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** 



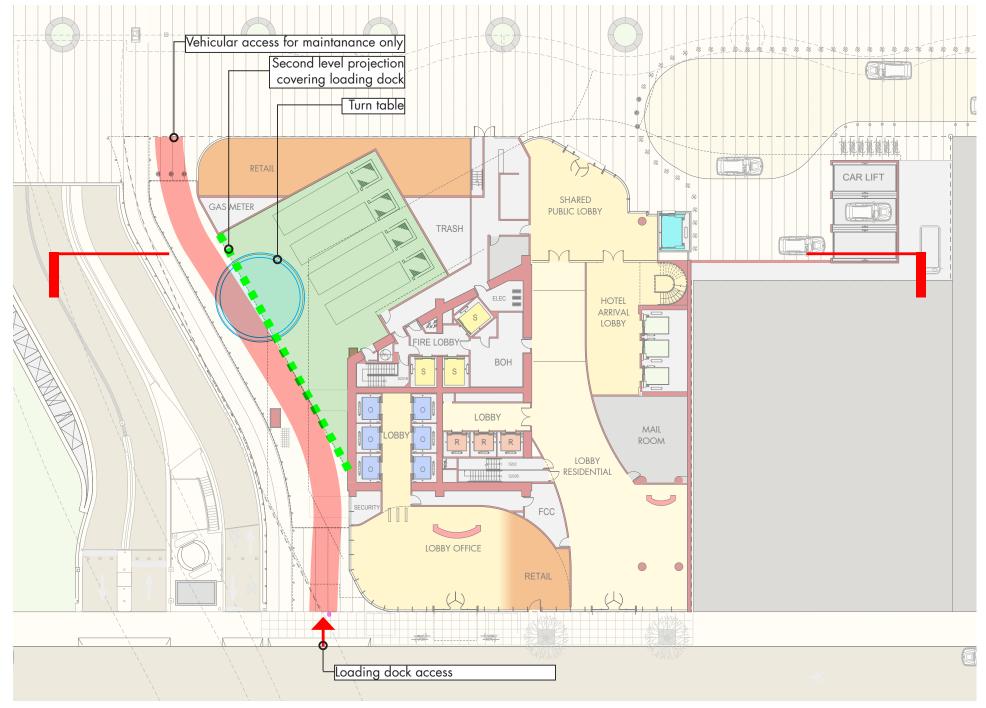
HOWARD ST. SETBACK

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

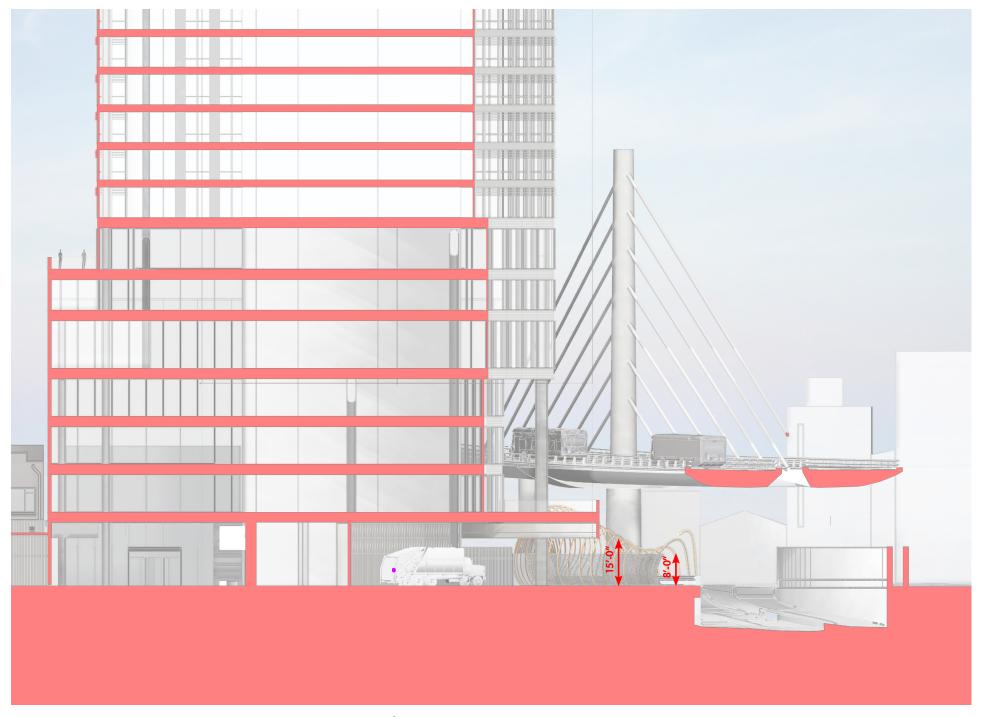
**SETBACKS** 



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

## Planning Commission Resolution No. 20613

**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:

2016-013312GPA

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

RESOLUTION TO ADOPT A GENERAL PLAN AMENDMENT, PURSUANT TO PLANNING CODE 340, INCLUDING REVISONS TO FIGURE 1 OF THE TRANSIT CENTER DISTRICT SUBAREA PLAN AND MAP 1 AND MAP 5 OF THE DOWNTOWN AREA PLAN. THE PROPOSED AMENDMENT WOULD REVISE THE HEIGHT AND BULK DESIGNATIONS FOR PORTIONS OF THE 542-550 HOWARD STREET PROJECT SITE, ASSESSOR'S PARCEL BLOCK NO. 3721, LOTS 016, 135, 136, AND 138, ALSO KNOWN AS TRANSBAY PARCEL F, AS SHOWN ON FIGURE 1 OF THE TRANSIT CENTER DISTRICT SUBAREA PLAN, AND REVISE THE USE DESIGNATIONS ON MAP 1 AND HEIGHT AND BULK DESIGNATIONS ON MAP 5 OF THE DOWNTOWN AREA PLAN. THE PROPOSED GENERAL PLAN AMENDMENT IS RELATED TO PLANNING CODE TEXT AND MAP AMENDMENTS TO ALLOW THE CONSTRUCTION OF A NEW MIXED-USE BUILDING PROPOSED ON THE SUBJECT SITE.

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

WHEREAS, Parcel F Owner, LLC ("Project Sponsor") has filed an application requesting amendments to the General Plan, Planning Code, and Zoning Maps to facilitate the construction of a mixed-use project known as the Transbay Parcel F Mixed-Use Project ("Project"); and

WHEREAS, pursuant to Planning Code Section 340(C), the Planning Commission ("Commission") initiated a General Plan Amendment for the 542-550 Howard Street ("Parcel F") Mixed-Use Project ("Project"), per Planning Commission Resolution No. 20586 on December 5, 2019; and

WHEREAS, the General Plan Amendment would: revise Map 5 of the Downtown Area Plan to reclassify the height and bulk designations for the western 15 feet of Assessor's Block 3721, Lot 016 from 450-S to 750-S2, a 3'-5" wide area located 111'-7" west of the eastern edge of Assessor's Parcel Block No. 3721, Lot 136 from 450-S to 750-S2, and an area measuring 109' by 69' of the northwest corner of Assessor's Parcel Block No. 3721, Lot 138 from 750-S2 to 450-S; revise Map 1 of the Downtown Area Plan to reclassify the land use designations for Assessor's Block 3721, Lots 016, 135, 136, and 138 from "Downtown Service (C-3-O(SD))" and "P" to "Downtown Service (C-3-O(SD)); and revise Figure 1 of the Transit Center District Subarea Plan to reclassify the height limits for the western 15 feet of Assessor's Block 3721, Lot 016 from 450' to 750', a 3'-5" wide area located 111'-7" west of the eastern edge of Assessor's Parcel Block No. 3721, Lot 136 from 450' to 750', and an area measuring 109' by 69' of the northwest corner of Assessor's Parcel Block No. 3721, Lot 138 from 750' to 450'.

WHEREAS, the General Plan Amendment would enable the Project. The Project includes the construction of a new 61-story mixed-use building reaching a height of 749′-10″ tall (800′ inclusive of rooftop screening/mechanical equipment). The Project would include 165 dwelling units, 189 hotel rooms, approximately 276,000 square feet of office use floor area, approximately 79,000 square feet of floor area devoted to shared amenity space, approximately 9,000 square feet of retail space, approximately 20,000 square feet of open space, 177 Class 1 and 39 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.

WHEREAS, a Proposed Ordinance has been drafted in order to make the necessary amendments to the General Plan to implement the Project. The Office of the City Attorney has approved the Proposed Ordinance as to form; and

WHEREAS, this General Plan Amendment Initiation is covered by San Francisco Planning Commission Motion No. 18628, Final Environmental Impact Report certification for the Transit Center District Plan ("FEIR") and the August 27, 2019 Planning Department issuance of a Community Plan Evaluation ("CPE") determining that the environmental effects of the Project, including the actions contemplated herein, were adequately analyzed in the FEIR and that no further environmental review is required in accordance with the California Environmental Quality Act ("CEQA", California Public Resources Code Sections 21000 et seq.) and Administrative Code Chapter 31; and

WHEREAS, 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").

WHEREAS, 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.

WHEREAS, 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 for the Downtown Project Authorization Case No. 2016-013312DNX, as Exhibit C.

WHEREAS, this Resolution approving this General Plan Amendment is a companion to other legislative approvals relating to the Project, including recommendation of approval of Planning Code Text and Map Amendments. This companion ordinance is on file with the Clerk of the Board of Supervisors in File No. 191259.

WHEREAS, 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 Department staff and other interested parties; and

WHEREAS, the Commission has reviewed the proposed General Plan Amendment; and

WHEREAS, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the General Plan Amendment on January 9, 2020; and,

MOVED, that pursuant to Planning Code Section 340, the Commission adopts a Resolution to amend the General Plan based on the following:

#### **FINDINGS**

The General Plan Amendment would give effect to the Project, thereby facilitating the
development of currently under-utilized land for much-needed housing, commercial office space,
tourist hotel guest rooms, as well as a new open space. These new uses would create a new
mixed-use development that would strengthen and complement nearby neighborhoods.

- 2. The General Plan Amendment would enable construction of new housing, on the Site including in addition to off-site inclusionary affordable housing located within the Transbay Redevelopment Plan Area.
- 3. The General Plan Amendment would help ensure a vibrant neighborhood with active streets and open spaces, a high quality and well-designed building, and thoughtful relationships between the building and the public realm. This new development would integrate with the surrounding city fabric and the existing neighborhood and would constitute a beneficial development.
- 4. The General Plan Amendment would give effect to the Project, which in turn will provide employment opportunities for local residents during construction and post-occupancy.
- 5. **General Plan Compliance**. The Planning Code and General Plan Compliance Findings set forth in Motion No. 20616, Case No. 2016-013312DNX (Downtown Project Authorization, pursuant to Planning Code Section 309) apply to this Motion and are incorporated herein as though fully set forth.
- 6. **Planning Code Section 101.1(b).** The Planning Code Priority Policy Findings set forth in Motion No. 20616, Case No. 2016-013312DNX (Downtown Project Authorization, pursuant to Planning Code Section 309) apply to this Motion and are incorporated herein as though fully set forth.
- 7. **Planning Code Section 340 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 340.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution and attached as Exhibit A.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on January 9, 2020.

Commission Secretary

AYES:

Diamond, Fung, Johnson, Koppel, Melgar, Moore

NAYS:

None

ABSENT:

Richards

ADOPTED:

January 9, 2020

Lots 016, 135, 136, and 138, also known as Transbay Parcel F, and revising the use designations and height and bulk designations of the Downtown Area Plan for this site; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, as proposed for amendment, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public necessity, convenience, and welfare under Planning Code, Section 340.

Ordinance amending the General Plan by revising the height and bulk designations for

portions of the 542-550 Howard Street project site, Assessor's Parcel Block No. 3721,

[General Plan Amendments - 542-550 Howard Street/Transbay Parcel F Project]

NOTE: Unchanged Code text and uncodified text are in plain Arial font.

Additions to Codes are in single-underline italics Times New Roman font.

Deletions to Codes are in strikethrough italies Times New Roman font.

Board amendment additions are in double-underlined Arial font.

Board amendment deletions are in strikethrough Arial font.

Asterisks (\* \* \* \*) indicate the omission of unchanged Code subsections or parts of tables.

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

Section 1. Findings and Environmental Findings.

(a) The 542-550 Howard Street project, also known as Transbay Parcel F (Assessor's Parcel Block No. 3721, Lots 016, 135, 136, and 138), referred to herein as the ("Project"), is planned for an approximately 0.74 acre site extending from the north side of Howard Street extending to the south side of Natoma Street in the block between First and Second Streets in the Transit Center District Plan Area. The Project site includes an underground train box to accommodate future rail service to the Transbay Transit Center.

///

- (b) The Project would construct a new 61-story, mixed-use high-rise tower with approximately 240,000 gross square feet (gsf) of hotel uses (189 tourist guest rooms); approximately 434,000 gsf of residential uses (165 dwelling units); approximately 274,000 gsf of office uses; approximately 8,700 gsf of retail space; approximately 20,000 gsf of open space; and four below-grade levels that would accommodate up to 183 vehicle parking spaces. The Project also would construct a pedestrian bridge providing public access to Salesforce Park located on the roof of the Transbay Transit Center.
- (c) On May 24, 2012, the Planning Commission, in Motion No. 18628, certified the Final Environmental Impact Report for the Transit Center District Plan ("FEIR") and related actions as in compliance with the California Environmental Quality Act ("CEQA") (Public Resources Code Sections 21000 et seq.).
- (d) On that same date, the Planning Commission conducted a duly noticed public hearing and, by Motion No. 18629, adopted findings pursuant to CEQA for the Transit Center District Plan and related actions. In Ordinance No. 181-12, the Board of Supervisors adopted the Planning Commission's environmental findings as its own and relies on these same findings for purposes of this ordinance. Copies of Planning Commission Motion Nos. 18628 and 18629 and Ordinance No. 181-12 are on file with the Clerk of the Board of Supervisors in File No. 120665 and incorporated herein by reference.
- (e) On August 27, 2019, the Planning Department issued a Community Plan Exemption Determination ("CPE") determining that the environmental effects of the Project, including the actions contemplated in this ordinance, were adequately analyzed in the FEIR and that no further environmental review is required in accordance with CEQA and Administrative Code Chapter 31. A copy of the CPE and related documents, including applicable mitigation measures, are on file with the Clerk of the Board of Supervisors in File No.

  and are incorporated herein by reference. In addition, other documents,

reports, and records related to the CPE and Project approvals are on file with the Planning Department custodian of records, located at 1650 Mission Street, Fourth Floor, San Francisco, California 94103. The Board of Supervisors treats these additional Planning Department records as part of its own administrative record and incorporates such materials herein by reference.

- (f) In accordance with the actions contemplated in this ordinance, this Board relies on its environmental findings in Ordinance No. 181-12 and the Planning Department's determination that the environmental effects of the Project were adequately analyzed in the FEIR and CPE and that no further environmental review is required.
- (g) This ordinance is companion legislation to an ordinance that amends the Planning Code to modify Zoning Map ZN1 to rezone a portion of the Project site from the P (Public) district to the C-3-O(SD) Downtown Office Special Development District, to modify Zoning Map HT1 to reclassify the height and bulk district designations for a portion of the project site; to modify the application of Planning Code Section 248(d)(2) to permit the footprint of the portion of the Project site dedicated to dwellings to exceed 15,000 square feet; and to modify the application of Planning Code Section 249.28(b)(6)(B) to permit the Project's required inclusionary affordable housing units to be provided off-site within the Transbay Redevelopment Project Area subject to specified conditions. This companion ordinance is on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_\_\_\_.

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

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

III

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

(c) After a duly noticed public hearing on October 17, 2019 in Motion No.
, the Planning Commission initiated amendments to the General Plan ("Plan
Amendments"). Said Motion is on file with the Clerk of the Board of Supervisors in File No.
and incorporated herein by reference.
(d) On, the Planning Commission, in Resolution No,
adopted findings regarding the City's General Plan, eight priority policies of Planning Code
Section 101.1, and Planning Code Section 340. A copy of said Resolution is on file with the
Clerk of the Board of Supervisors in File No and is incorporated herein by
reference.

- (e) Section 4.105 of the City Charter further provides that if the Board of Supervisors fails to act within 90 days of receipt of the proposed Plan Amendments, then the Plan Amendments shall be deemed approved.
- (f) The Board of Supervisors finds that the Plan Amendments are, on balance, in conformity with the General Plan, as it is proposed for amendment by this ordinance, and the eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. \_\_\_\_\_\_. The Board hereby adopts these Planning Commission findings as its own.

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

- Section 3. Amendments to the Downtown Area Plan and Transit Transit Center District Subarea Plan to Reclassify Heights.
- (a) The General Plan is hereby amended by revising the height and bulk designations of the Downtown Area Plan and Transit Center District Subarea Plan as follows.
- (b) As described in the chart below, Map 5 of the Downtown Area Plan and Figure 1 of the Transit Center District Subarea Plan shall reclassify the height limits for:
  - (1) the western 15 feet of Assessor's Block 3721, Lot 016 from 450' to 750',
- (2) a 3'-5" wide area located 111'-7" west of the eastern edge of Assessor's Parcel Block No. 3721, Lot 136 from 450' to 750'; and
- (3) an area measuring 109' by 69' of the northwest corner of Assessor's Parcel Block No. 3721, Lot 138 from 750' to 450':

Description of Property	Height/Bulk Districts to be Superseded
Assessor's Parcel Block No. 3721, Lot 016 (western 15 feet)	450'
Assessor's Parcel Block No. 3721, Lot 136	450'
(3'-5" wide area located 111'-7" west of the	
eastern edge of Lot 136)	

Assessor's Parcel Block No. 3721, Lot 138	750'
(area measuring 109' by 69' of the	
northwest corner of Lot 138)	
Description of Property	Height/Bulk Districts Hereby Approved
Assessor's Parcel Block No. 3721, Lot 016	750'
(western 15 feet)	
Assessor's Parcel Block No. 3721, Lot 136	750'
(3'-5" wide area located 111'-7" west of the	
eastern edge of Lot 136)	
Assessor's Parcel Block No. 3721, Lot 138	450'
(area measuring 109' by 69' of the	2.1
northwest corner of Lot 138)	

Section 4. Amendments to the Downtown Area Plan to Reclassify Land Use

Designation. The General Plan is hereby amended by revising the Downtown Area Plan Map

1 to reclassify the land use designation of the Assessor's Block and Lots as described below:

Description of Property	Land Use Designation to be
	Superseded
Assessor's Parcel Block No. 3721, Lots	Downtown Service C-3-O(SD); and
016, 135, 136, and 138	unzoned

Description of Property	Land Use Designation Hereby
	Approved

Assessor's Parcel Block No. 3721, Lots Downtown Office C-3-O(SD)
016, 135, 136, and 138

Section 5. Effective and Operative Dates.

- (a) This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.
- (b) This ordinance shall become operative on its effective date or on the effective date of the General Plan Amendment, enacted by the ordinance in Board of Supervisors File No.
  \_\_\_\_\_, whichever date occurs later; provided, that this ordinance shall not become operative if the ordinance regarding the General Plan Amendment is not approved.

Section 6. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the General Plan that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:

**DENNIS J. HERRERA, City Attorney** 

By:

Deputy City Attorney

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# Planning Commission Resolution No. 20614

**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:

2016-013312MAP/PCA

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

RESOLUTION APPROVING A PROPOSED ORDINANCE AMENDING THE PLANNING CODE AND ZONING MAP TO REZONE AND RECLASSIFY A PORTION OF THE 542-550 HOWARD STREET PROJECT SITE (ASSESSOR'S PARCEL BLOCK NO. 3721, LOTS 016, 135, 136, AND 138), ALSO KNOWN AS TRANSBAY PARCEL F AND AS SHOWN ON FIGURE 1 OF THE TRANSIT CENTER DISTRICT PLAN, SPECIFICALLY TO REZONE A PORTION OF THE PROJECT SITE FROM THE P (PUBLIC) DISTRICT TO THE C-3-O(SD) DOWNTOWN OFFICE SPECIAL DEVELOPMENT DISTRICT AND TO RECLASSIFY THE HEIGHT AND BULK DISTRICT DESIGNATIONS FOR A PORTION OF THE PROJECT SITE; WAIVING CERTAIN PROVISIONS OF THE PLANNING CODE TO ALLOW THE PROJECT'S REQUIRED INCLUSIONARY AFFORDABLE HOUSING UNITS TO BE PROVIDED OFF-SITE WITHIN THE TRANSBAY REDEVELOPMENT PROJECT AREA, SUBJECT TO CERTAIN CONDITIONS, AND TO PERMIT THE FOOTPRINT OF THE PORTION OF THE PROJECT SITE DEDICATED TO DWELLINGS TO EXCEED 15,000 SQUARE FEET; ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE, SECTION 101.1; AND ADOPTING FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE, SECTION 302.

WHEREAS, on December 10, 2019, pursuant to Planning Code section 302(b), Supervisor Matt Haney introduced an ordinance amending the Planning Code and Zoning Map to rezone and reclassify a portion of the 542-550 Howard Street project site (Assessor's Parcel Block No. 3721, Lots 016, 135, 136, and 138), also known as Transbay Parcel F and as shown on Figure 1 of the Transit Center District Plan, specifically to rezone a portion of the Project Site ("Site") from the P (Public) District to the C-3-O(SD) Downtown Office

Special Development District and to reclassify the height and bulk district designations for a portion of the Site; waiving certain provisions of the Planning Code to allow the Project's required inclusionary affordable housing units to be provided off-site within the Transbay Redevelopment Project Area, subject to certain conditions, and to permit the footprint of the portion of the Site dedicated to dwellings to exceed 15,000 square feet.

WHEREAS, the Ordinance would enable the Project. The Project includes the construction of a new 61-story mixed-use building reaching a height of 749′-10″ tall (800′ inclusive of rooftop screening/mechanical equipment). The Project would include 165 dwelling units, 189 hotel rooms, approximately 276,000 square feet of office use floor area, approximately 79,000 square feet of floor area devoted to shared amenity space, approximately 9,000 square feet of retail space, approximately 20,000 square feet of open space, 177 Class 1 and 39 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.

WHEREAS, the Project Site is encumbered by the placement of an underground train box that will facilitate future rail service at the adjacent Salesforce Transit Center, current zoning does not accommodate the Project at the height and density required for the creation of new housing or job opportunities.

WHEREAS, the proposed Ordinance is intended to resolve the aforementioned issues by amending the Planning Code and Zoning Maps in order to facilitate the Project; and

WHEREAS, this Resolution recommending the approval of the Ordinance is a companion to other legislative approvals concerning a General Plan amendment to amend Figure 1 of the of the Transit Center District Subarea Plan and Map 1 and Map 5 of the Downtown Area Plan. The companion ordinance also describes the details regarding the Project. This companion ordinance is on file with the Clerk of the Board of Supervisors in File No. XXXXXX.

WHEREAS, 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").

WHEREAS, 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.

WHEREAS, 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 for the Downtown Project Authorization Case No. 2016-013312DNX, as Exhibit C.

WHEREAS, the Planning 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 Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, that the Planning Commission hereby approves the proposed ordinance.

#### **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 Ordinance would give effect to the Project, thereby facilitating the development of currently under-utilized land for much-needed housing, commercial office space, tourist hotel guest rooms, as well as a new open space. These new uses would create a new mixed-use development that would strengthen and complement nearby neighborhoods.
- The Ordinance would enable construction of new housing, on the Site including in addition to offsite inclusionary affordable housing located within the Transbay Redevelopment Plan Area.
- 3. The Ordinance would help ensure a vibrant neighborhood with active streets and open spaces, a high quality and well-designed building, and thoughtful relationships between the building and the public realm. This new development would integrate with the surrounding city fabric and the existing neighborhood and would constitute a beneficial development.
- 4. The Ordinance would give effect to the Project, which in turn will provide employment opportunities for local residents during construction and post-occupancy.

5. **General Plan Compliance.** The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

#### **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 434,000 gross square feet of residential uses, approximately 276,000 gross square feet of office use, and approximately 248,000 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.

- 6. **Planning Code Section 101 Findings.** The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:
  - 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.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

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

Jonas P. Jonin

Commission Secretary

AYES:

Diamond, Fung, Johnson, Koppel, Melgar, Moore

NAYS:

None

ABSENT:

Richards

ADOPTED:

January 9, 2020

## Planning Commission Motion No. 20618

**HEARING DATE: JANUARY 9, 2020** 

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Planning Information: 415.558.6377

Record Number:

2016-013312CUA

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:

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ADOPTING FINDINGS TO APPROVE CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 210.2 AND 303 TO ALLOW A HOTEL USE WITH UP TO 189 TOURIST GUESTROOMS AS PART OF A PROJECT THAT INCLUDES THE NEW 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 OF FLOOR AREA, INCLUDING 165 DWELLING UNITS, 189 HOTEL ROOMS, 276,000 SQUARE FEET OF OFFICE USE FLOOR AREA, APPROXIMATELY 79,000 SQUARE FEET OF FLOOR AREA DEVOTED TO SHARED AMENITY SPACE, APPROXIMATELY 9,000 SQUARE FEET OF RETAIL SPACE, APPROXIMATELY 20,000 SQUARE FEET OF OPEN SPACE, FOUR BELOW-GRADE LEVELS THAT WOULD ACCOMMODATE UP TO 183 VEHICLE PARKING SPACES, AND 178 CLASS 1 AND 34 CLASS 2 BICYCLE PARKING SPACES 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.

#### **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. 2016-013312CUA, 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 Conditional Use Authorization application No. 2016-013312CUA.

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 Conditional Use Authorization as requested in Application No. 2016-013312CUA, subject to the conditions contained in "EXHIBIT A" of this motion, 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 Planning Code Compliance as set forth in Downtown Project Authorization Motion No. 20616 apply to this Conditional Use Authorization Motion, and are incorporated as though fully set forth herein.
- 7. **Planning Code Section 303(c).** The Planning Code establishes criteria for the Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply with said criteria in that:
  - **A.** The Proposed use or feature, at the size and intensity contemplated, and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Project proposes a unique mixed-use program that includes a 189-room hotel, as well as 165 dwelling units, approximately 275,000 gross square feet of office use, and a mix of supporting retail uses that will create a desirable 24-hour development adjacent to the new Salesforce Transit Center ("STC"). The Project is consistent with and helps to realize the vision set forth in the Transit Center District Plan, providing an architecturally iconic building with significant residential and commercial activity in a prime location at the center of the City's "new" downtown. The Project's location will provide an invaluable supply of hotel space in a much-needed location, close to many of San Francisco's most popular tourist attractions, the Moscone Convention Center, the STC and the most significant density of office space in the City. Thus, its 189 hotel rooms will help to alleviate the shortage of hotel rooms, serving the needs of the city in an ideal location for both tourist and business travel. Furthermore, its unrivaled transit-oriented location directly next to the STC ensures that these needs will be met in the most sustainable location possible.

The Project's unique mixed-use program will provide the city with permanent public amenities that will make it an integral part of the neighborhood. These include enhanced access to the STC and its rooftop park from the Project's integrated through-block pedestrian passageway and pedestrian bridge, several thousand square feet of high-quality retail, and the services and amenities of its 189-room hotel. In summary, the Project provides a thoughtful and balanced response to the city's needs for economic growth and housing, transportation, and public services, and represents a desirable, harmonious addition to the burgeoning Transbay neighborhood.

- **B.** The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:
  - Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The Site was created as part of the Transbay Redevelopment Plan's strategy of selling formerly publicly owned property to private developers in order to raise funds to support the construction of the new STC. The Project is further intended to be consistent with the zoning prescribed by the Transit Center District Plan. Accordingly, the size, shape, and development potential on the Project site are all consistent with a long-term vision for this particular location as a cornerstone of the Transbay District. The Project proposes a building form and a mix of uses that will provide numerous benefits to the evolving Transbay neighborhood and to the city.

ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

Because of its ideal location adjacent to the STC, the Project will be tremendously accessible to hotel guests, employees, visitors and residents via multiple modes of transportation. Given its proximity to the primary transportation hub for the region, the Project will be a model of transportation-oriented development. The Project proposes a reasonable amount of on-site vehicular parking, consistent with the City's "Transit First" policy, and proposes an efficient program of off-street loading on a constrained site that minimizes negative effects on the pedestrian realm.

iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The Project does not propose any uses or materials that would present unusual emissions, noise, glare, dust or odor. The Project Sponsor will work closely with the Planning Department to minimize the potential for any such negative effects.

iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project includes thoughtful landscaping and public realm improvements, including: a pedestrian bridge at the Project's 5th level linking the Project to the planned rooftop park atop the STC; a pedestrian passageway allowing for access from Howard Street to Natoma Street and the STC; and publicly accessible elevator access from the Natoma Street frontage to the STC pedestrian bridge connection at the Project's 5th level. The Project's ground level landscape design, particularly along Natoma Street is intended to integrate with the STC streetscape and encourage connections the STC and the Project. The Project provides visual screening of the off-street loading area (adjacent to the STC bus ramp) and will include a lighting design that facilitates 24-hour safety and security in the vicinity of the Project.

**C.** Such use or feature as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with the various provisions of the San Francisco Planning Code and is consistent with, and will not adversely affect the General Plan. The Project conforms to multiple goals and policies of the General Plan, as described in further detail in the Downtown Project Authorization, Motion No. 20616.

**D.** Such use or feature as proposed would provide development that is in conformity with the purpose of the applicable Use District.

The City approved the Transit Center District Plan, a subarea plan of the Downtown Plan, and the Transit Center C-3-O(SD) Commercial Special Use District in 2012. The Subarea Plan and SUD reaffirm long-standing City policy to concentrate intensive office development in the Transit Center District and does so by mandating large sites such as Parcel F be reserved for predominately commercial development.

- 8. **Planning Code Section 303(g).** The Planning Code establishes criteria for the Planning Commission to consider with respect to applications for development of tourist hotels and motels. In addition to criteria set forth in Section 303(c), the Planning Commission shall also consider:
  - **A.** The impact of the employees of the hotel or motel on the demand in the City for housing, public transit, child-care, and other social services. To the extent relevant, the Commission shall also consider the seasonal and part-time nature of employment in the hotel or motel;

The new 189-room hotel is not anticipated to have an adverse effect on housing. Due to the Project's proximity to a variety of local transit services, many hotel employees are anticipated to be current City residents and residents of nearby communities. The Sponsor's contribution to the Jobs-Housing Linkage Program will help fund the construction of affordable housing in the City. In addition, the residential

component of the Project will satisfy the Inclusionary Affordable Housing requirement, providing more affordable housing units in the City.

Access to a variety of local public transit services, as well as the distribution of hotel employees between different daily shifts will reduce the Project's impact on public transit. The Sponsor's contribution to the City's Transportation Sustainability Fund and payment of the Transit Center Transportation fee, as well as the Sponsor's ongoing participation in a Transportation Demand Management Plan will augment the funding of many planned downtown transit improvements and facilitate use by the Project employees of the available modes of transportation to and from the Site. The Sponsor's participation in the childcare program, pursuant to Section 414 of the Planning Code, will enhance the availability of affordable childcare services in the city. The proposed hotel use will have no appreciable effect on other social services. The Project is likely to provide new employment for some currently unemployed workers and will participate in the City's First Source Hiring Program. Providing additional job opportunities to San Francisco residents may lessen the need for some social services.

The Project's location in downtown San Francisco will ensure business visitors and leisure travelers throughout the year, resulting in a steady number of employees that is unlikely to vary significantly on a seasonal basis. The hotel only has small-scale in-house banqueting and meeting spaces that can be serviced primarily with in-house staff and is unlikely to require the hiring of significant part-time or temporary labor.

**B.** The measures that will be taken by the project sponsor to employ residents of San Francisco in order to minimize increased demand for regional transportation;

The Project Sponsor will participate in the City's First Source Hiring Program, which aims to increase employment of San Francisco residents. The Project will benefit from steady occupancy due to its proximity to the City's major lodging demand generators, including the Moscone Convention Center (which operates at very high capacity), numerous cultural institutions, and Downtown Financial District. There are also high concentrations of technology companies in the immediate vicinity of the Project, which also drive hotel occupancy. The steady occupancy will drive the hotel operator to hire permanent positions rather than those that are seasonal. The stable, full-time nature of employment will lead to the hiring of more local employees.

A 2018 market analysis conducted by a quality consultant ("CBRE, Inc") for the Project shows that the San Francisco lodging market and this location have significant unsatisfied demand.\(^1\) Unsatisfied demand typically results in the displacement of travelers to locations further away from demand generators and increases the need for use of transit systems. The Property's proximity to demand generator reduces the need for travelers to stay far away from their destination and thus reduces the use of transportation systems.

<sup>&</sup>lt;sup>1</sup> "Market Demand Analysis for Parcel F" - CBRE. 1.3.18, pp. 3

C. The market demand for a hotel or motel of the type proposed; and

A 2018 market analysis conducted by a quality consultant ("CBRE, Inc") for the Project shows at present, hotel occupancy rates in San Francisco are at 84 percent, substantially above the nationwide average.<sup>2</sup> With this level of occupancy, hotels in the competitive market will be operating at capacity during peak periods and will be unable to accommodate additional demand. San Francisco is currently undersupplied with hotel rooms and generates a significant amount of unsatisfied demand. Unsatisfied demand causes displacement of visitors and revenues to locations at the periphery or outside the city. It is anticipated the addition of the proposed 189 hotel guestrooms will be readily absorbed into the marketplace in 2022 without significantly affecting occupancy for any competitive properties. Market conditions clearly support the need for new hotel stock, particularly in the luxury hotel range that would appeal to both tourists and business travelers. Further increase in market demand is anticipated due to the expansion of the Moscone Convention Center, as well as the development of several Class-A office towers on surrounding sites in the Project's vicinity.

**D.** In the Transit Center C-3-O(SD) Commercial Special Use District, the opportunity for commercial growth in the Special Use District and whether the proposed hotel, considered with other hotels and non-commercial uses approved or proposed for major development sites in the Special Use District since its adoption would substantially reduce the capacity to accommodate dense, transit-oriented job growth in the District.

The Project's hotel use will not substantially reduce the capacity of Transit Center C-3-O (SD) Commercial Special Use District to accommodate dense, transit-oriented job growth. The Project's approximately 248,00 gross square feet of hotel space provide a density of jobs that would not likely be realized with a project containing only residential uses. Further, the Project includes approximately 275,000 gross square feet of office use, bolstering the job-creating potential of the Site. As of December 2019, the Oceanwide Center located at First and Mission Streets (with 169 hotel rooms), along with the proposed hotel project at 555 Howard Street (403 hotel rooms), located directly across from the Site, are the only other hotel uses proposed within the District, and there remains capacity for several more hotels to be developed in the Transit Center District.

- 9. 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 for the reasons set forth in the findings in the Downtown Project Authorization, Motion No. 20616, which are incorporated by reference as though fully set forth herein.
- 10. **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 for

<sup>&</sup>lt;sup>2</sup> Market Demand Analysis for Parcel F" - CBRE. 1.3.18, pp. 5

the reasons set forth in the findings in the Downtown Project Authorization, Motion No. 20616, which are incorporated by reference as though fully set forth herein.

- 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 Conditional Use Authorization would promote the health, safety and welfare of the City.

I hereby ertify 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

#### 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 Conditional Use Authorization Application No. 2016-013312CUA** 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" for 2016-013312DNX, which is incorporated herein by reference as though fully set forth.

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.

### **EXHIBIT A**

#### **AUTHORIZATION**

This authorization is for a Conditional Use Authorization to permit a hotel use 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 947,000 gross square feet of floor area, including 165 dwelling units, 189 hotel rooms, approximately 276,000 square feet of office use floor area 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 303 and 210.2 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. 20618. 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. 20618.

#### PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **20618** 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
- 5. **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 Downtown Project Authorization, pursuant to Section 309; 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

# 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



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#### 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.

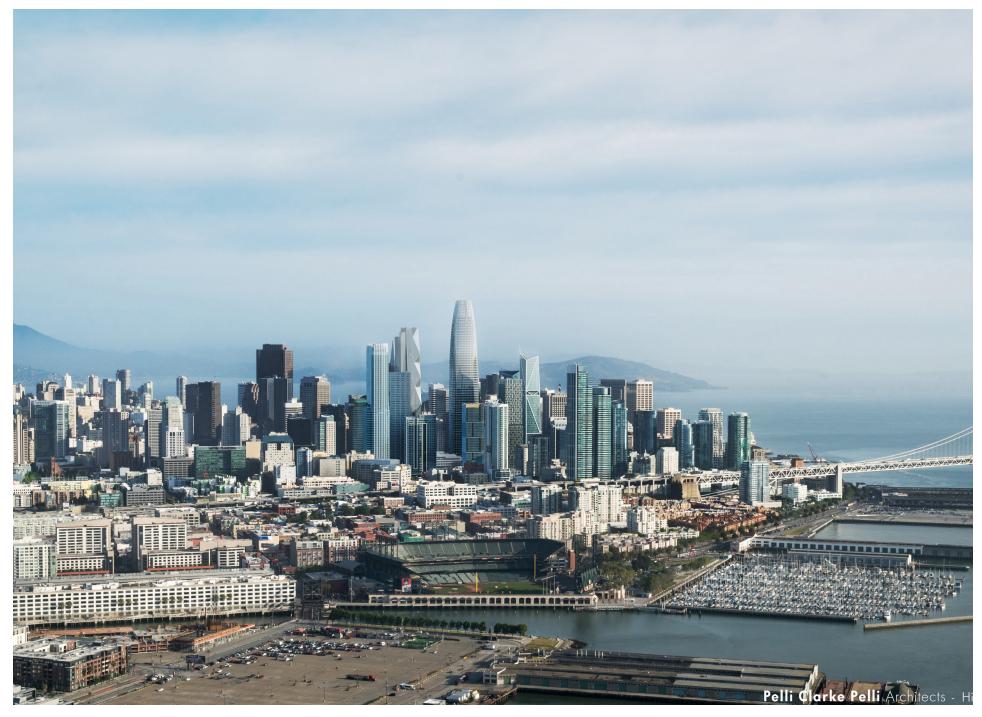
In addition, a glass elevator cab will provide public vertical connection to the STC rooftop park. Both the atrium and the public elevator will be highly visible to the pedestrians on Natoma Street and the STC Park. In addition, at Level 5, the base of the tower at Natoma Street features a setback terrace,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

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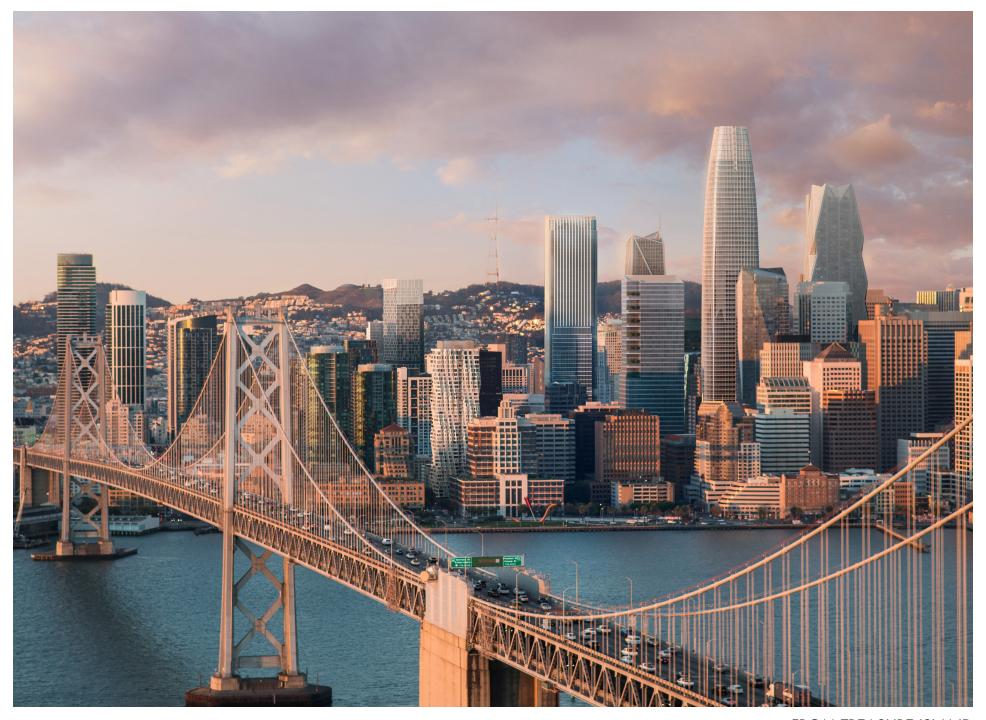
FROM DOLORES PARK



FROM MISSION BAY

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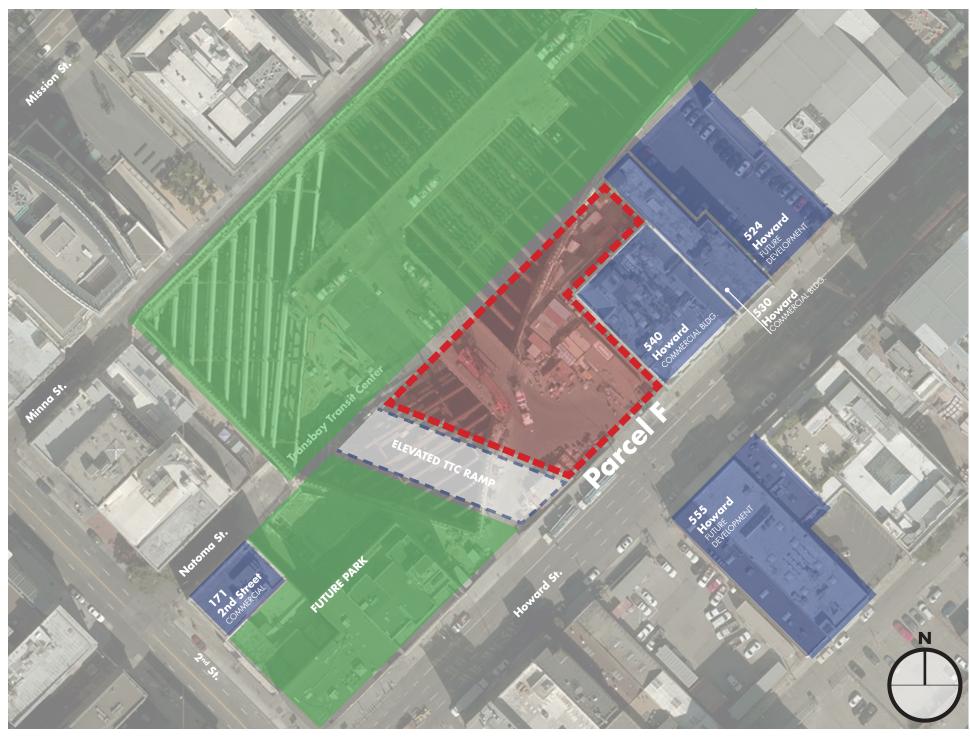




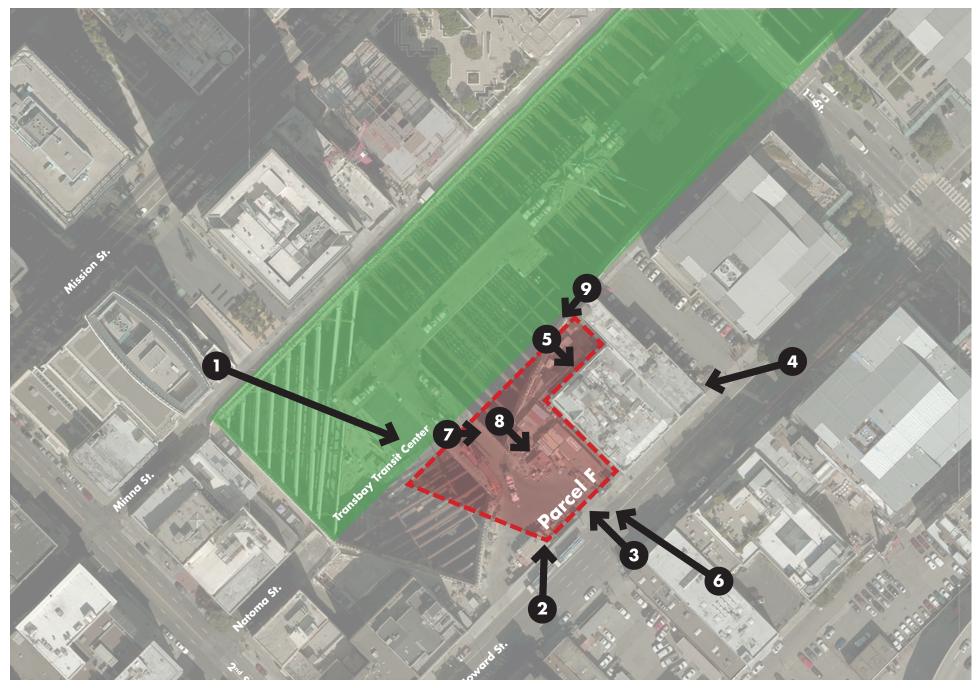
FROM TREASURE ISLAND



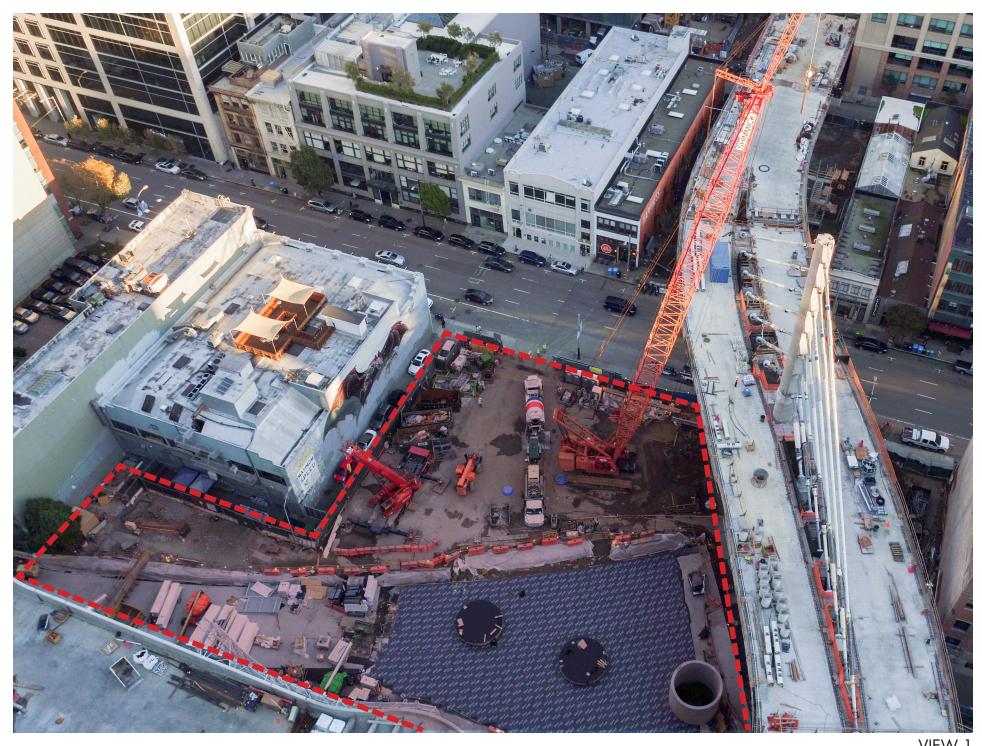
TRANSBAY OVERVIEW



SITE CONTEXT



SITE PLAN



VIEW 1 TAKEN: 2016.12.02



VIEW 2 TAKEN: 2017.12.12



VIEW 3 TAKEN: 2016.12.12

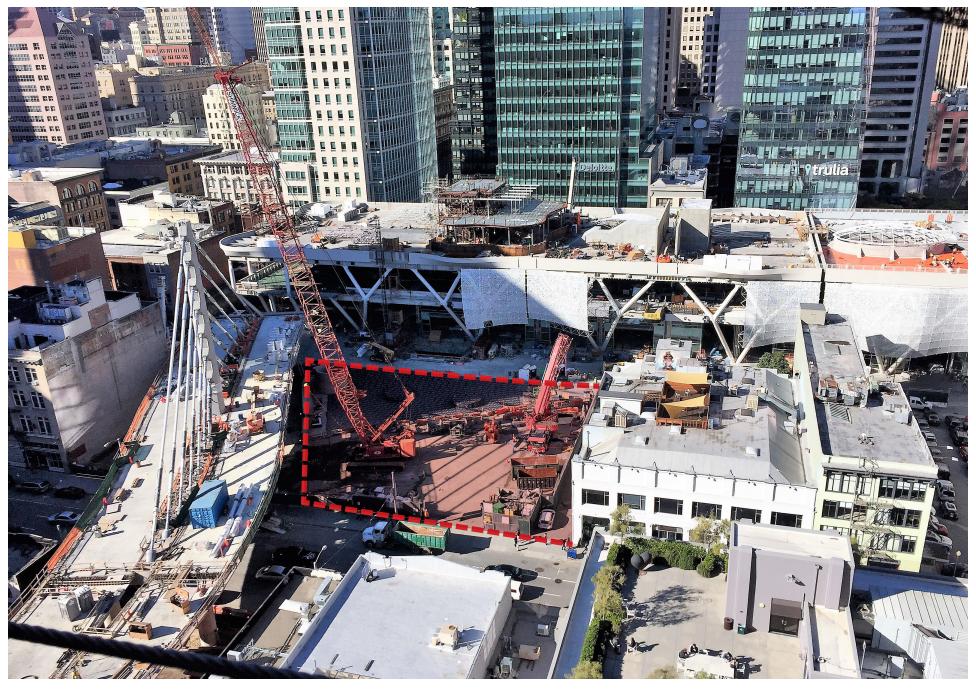
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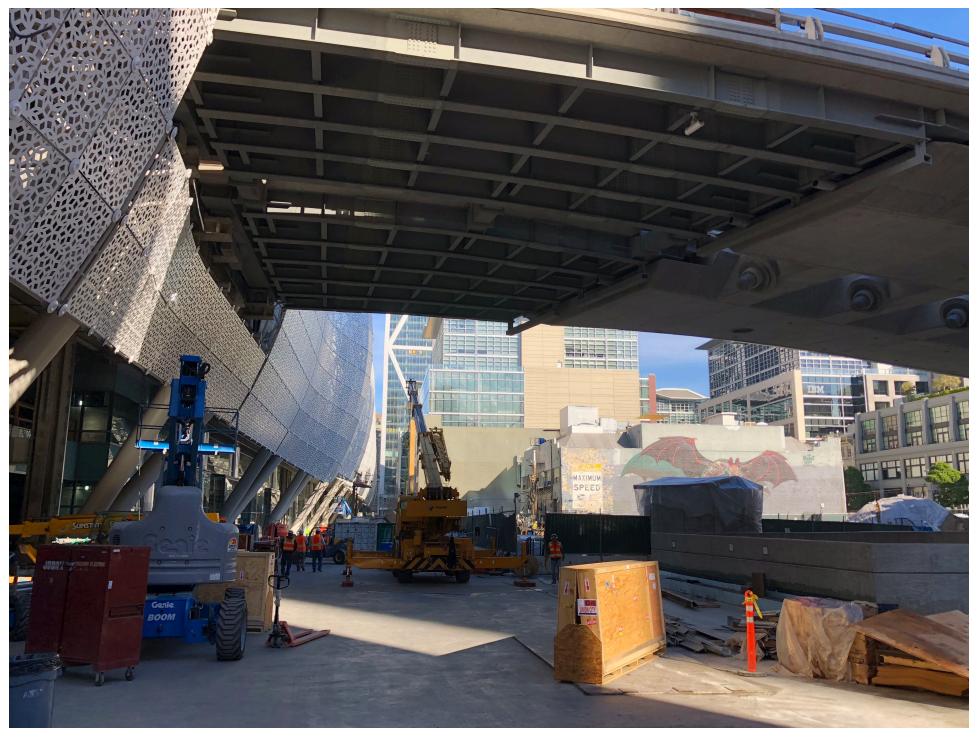
VIEW 4 TAKEN: 2016.12.12



VIEW 5 TAKEN: 2017.10.31



VIEW 6 TAKEN: 2016.12.02

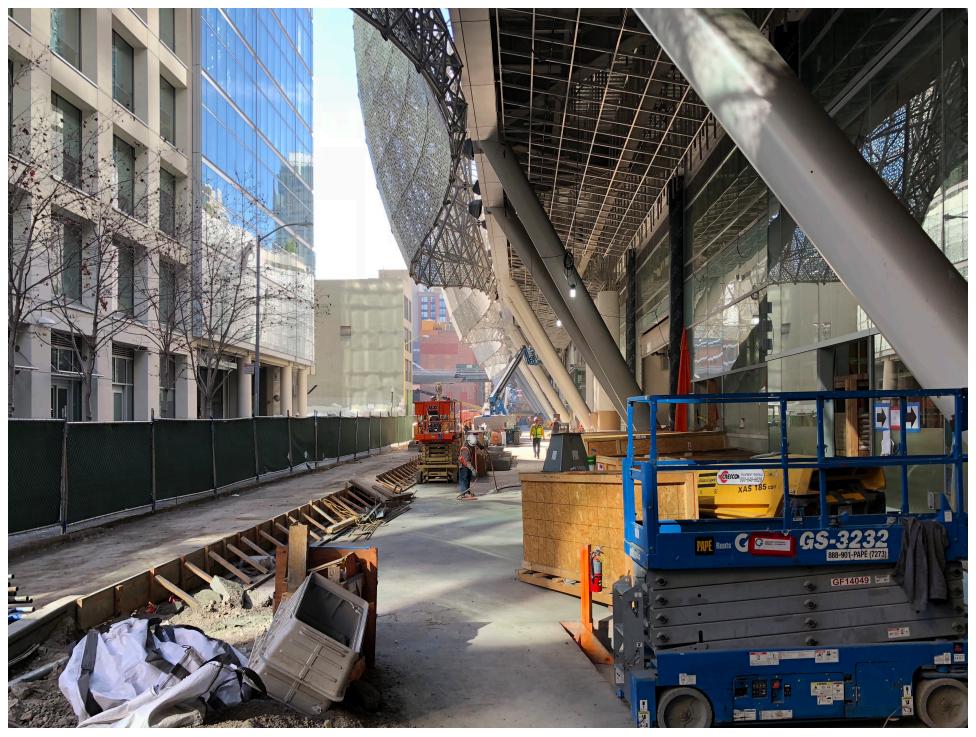


VIEW 7 TAKEN: 2017.12.12

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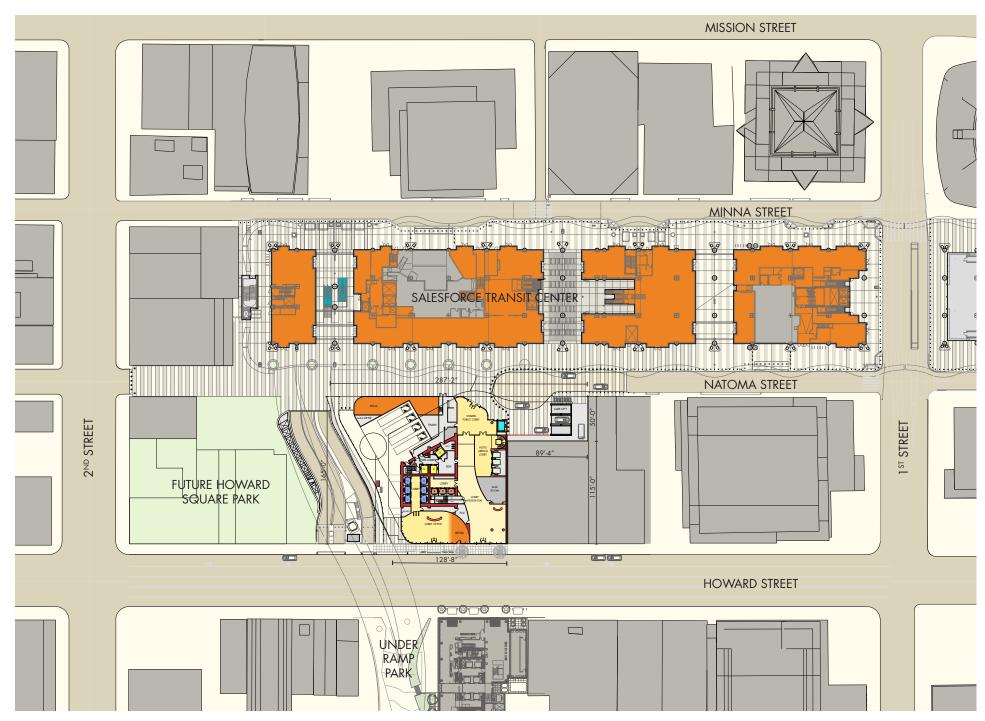
VIEW 8 TAKEN: 2016.12.12



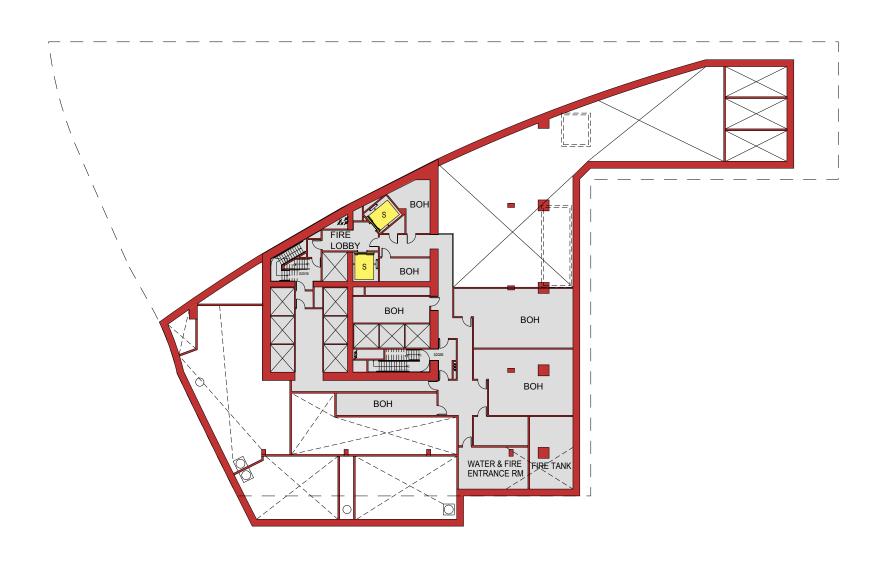
VIEW 9 TAKEN: 2016.12.12

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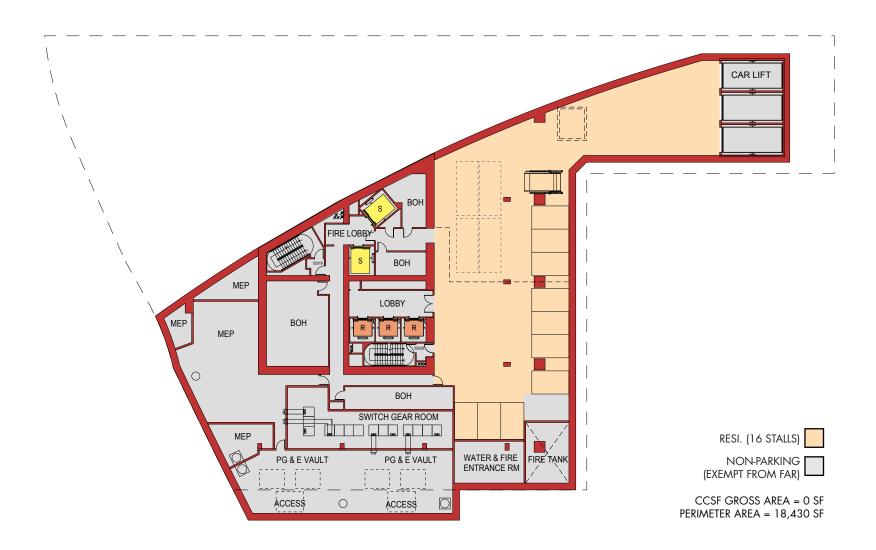




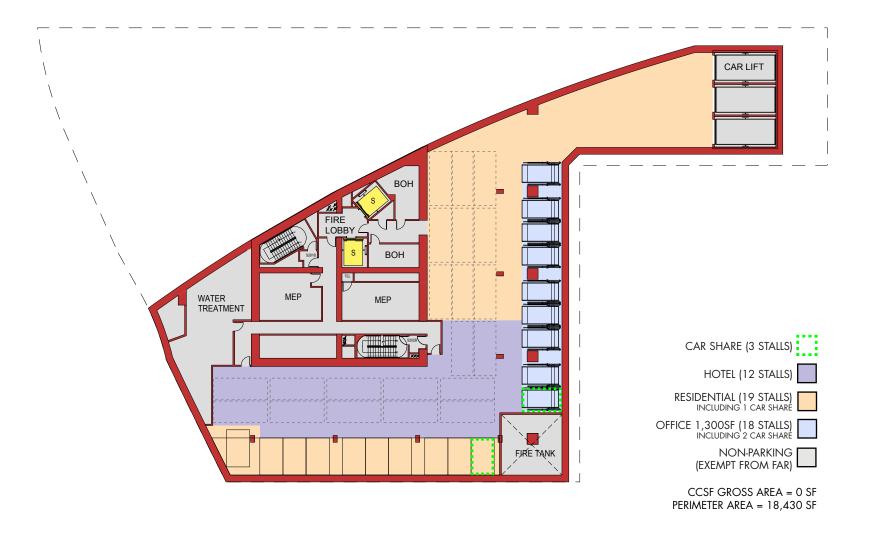
SITE PLAN



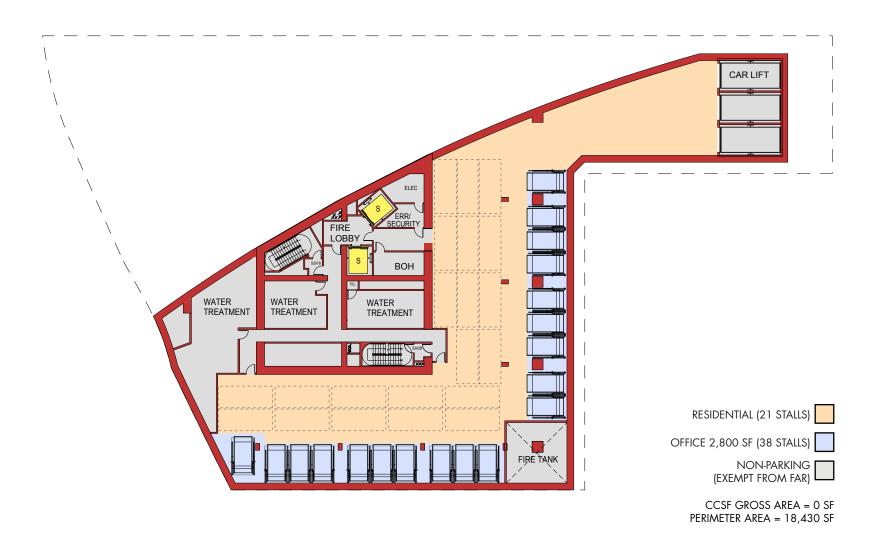
<u>LEVEL B1MEZZANINNE</u>



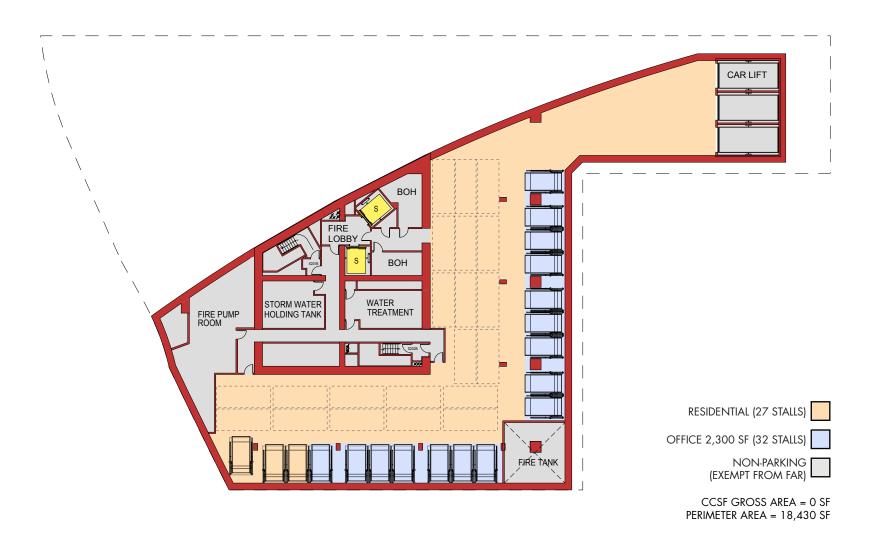
LEVEL B1



LEVEL B2



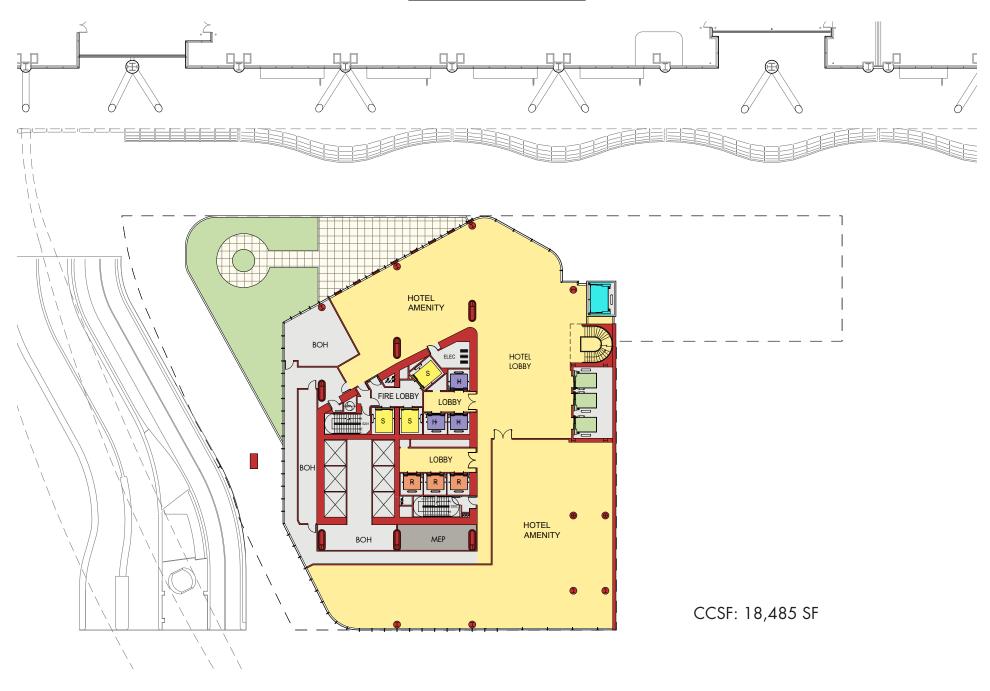
LEVEL B3



LEVEL B4

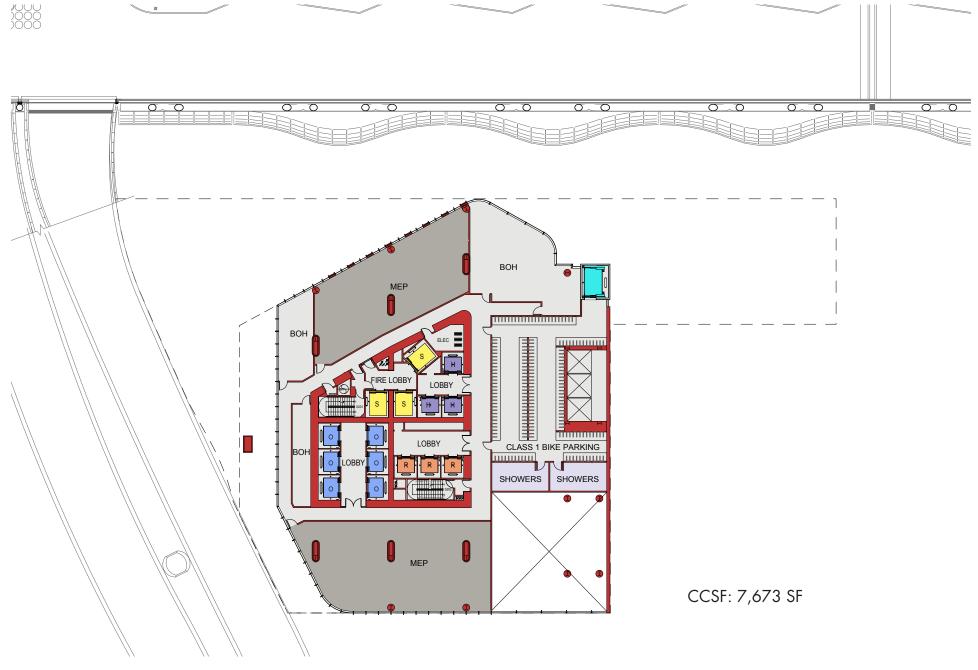


#### PLAN - GROUND FLOOR

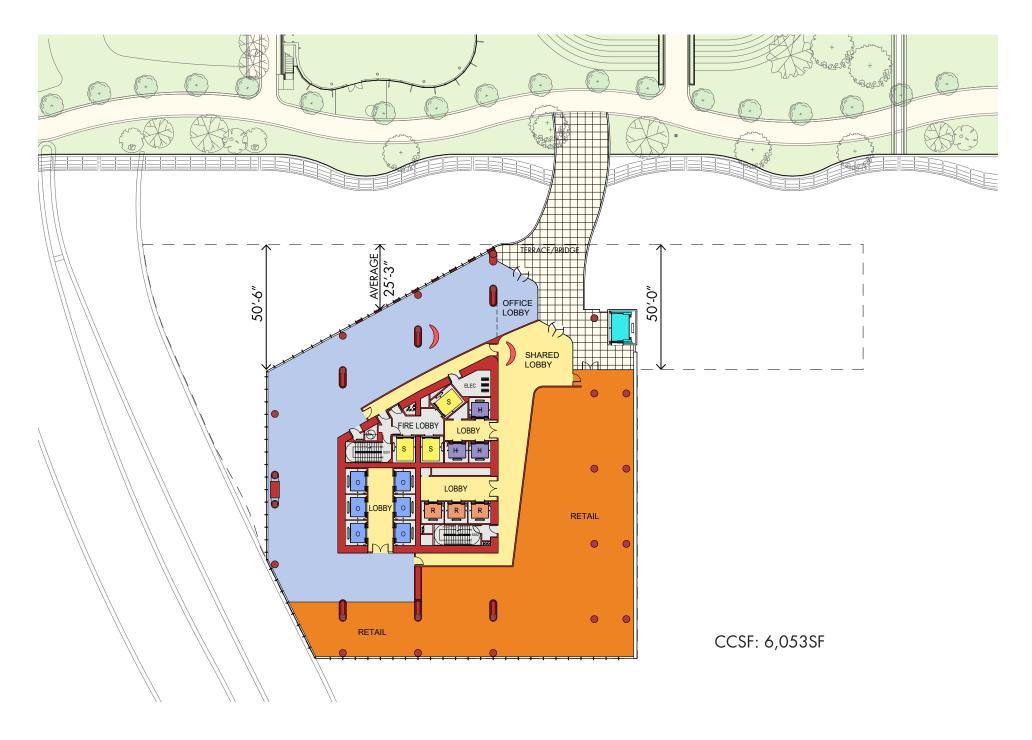


PLAN - LEVEL 2

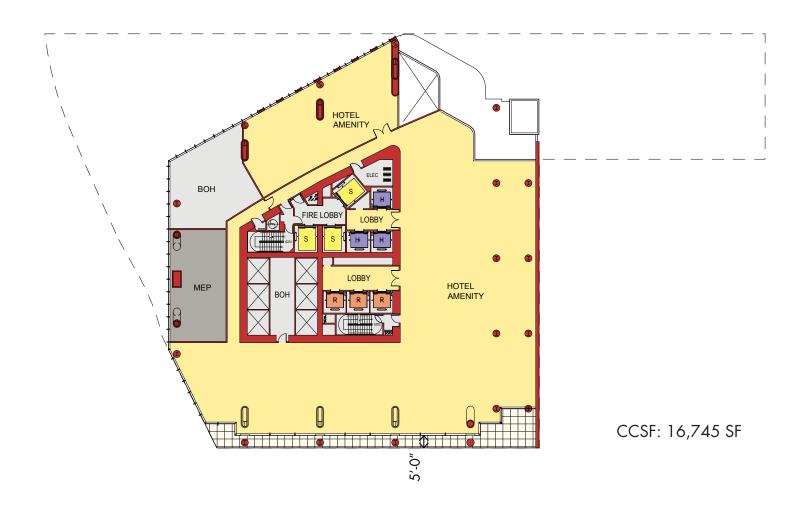




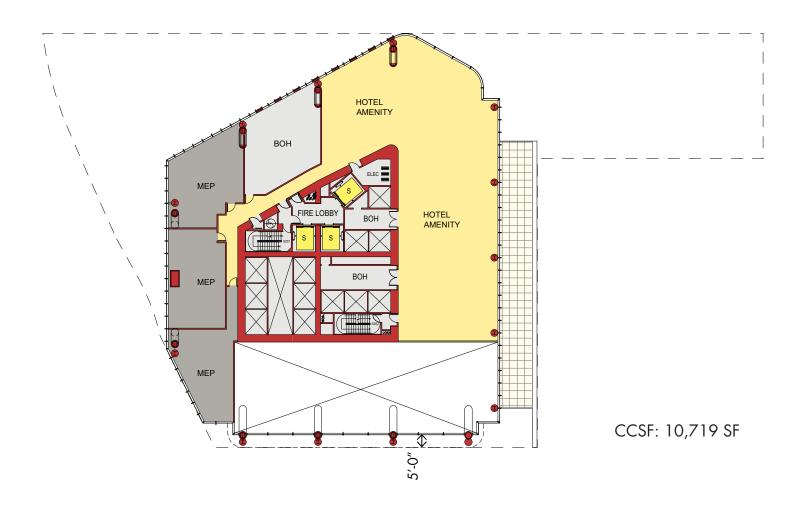
PLAN - LEVEL 4



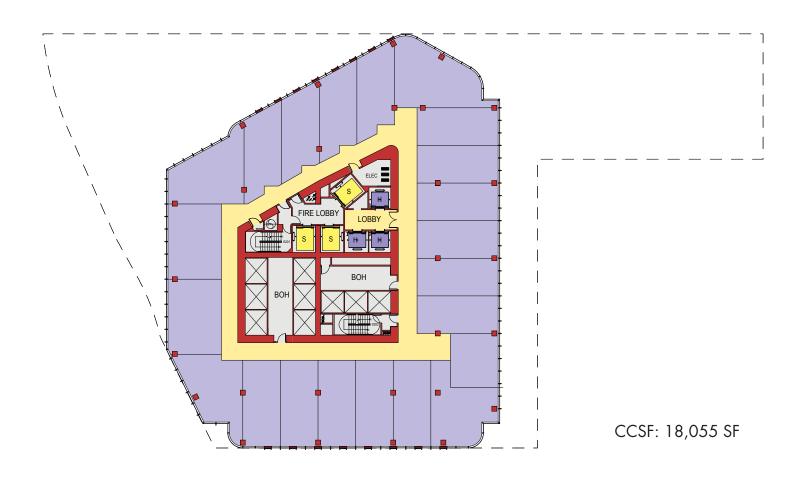
PLAN - LEVEL 5 - RETAIL/PARK ACCESS



PLAN - LEVEL 6

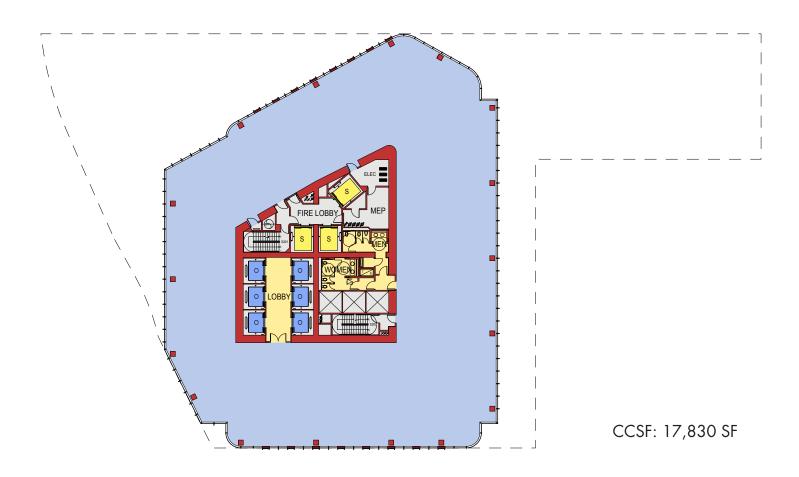


<u>PLAN - LEVEL 7</u>

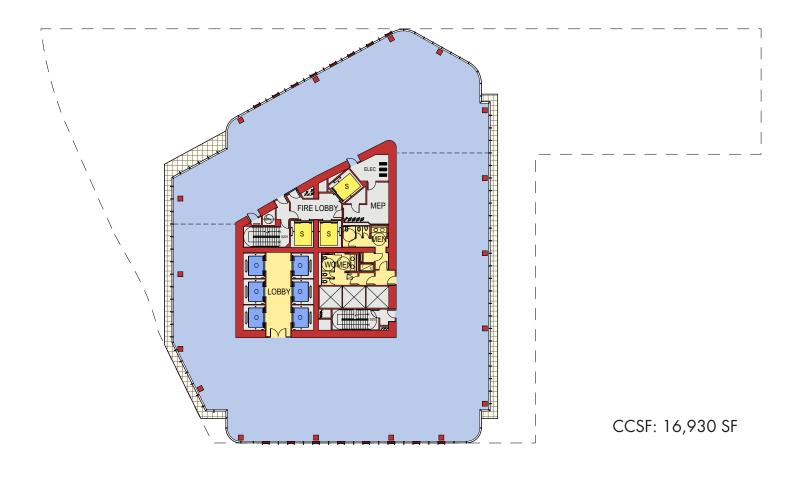


PLAN - LEVEL 8 TO 16 - TYPICAL HOTEL FLOOR

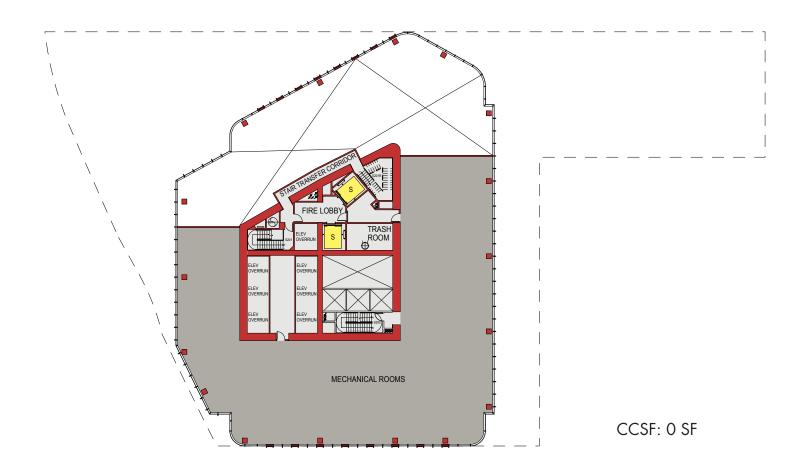
© Pelli Clarke Pelli Architects



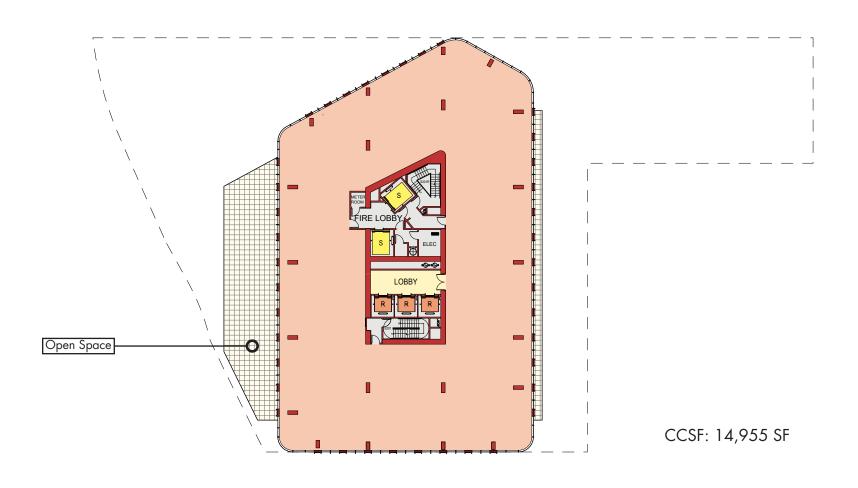
PLAN - LEVEL 17 TO 30 - TYPICAL OFFICE FLOOR



PLAN - LEVEL 31 - OFFICE FLOOR

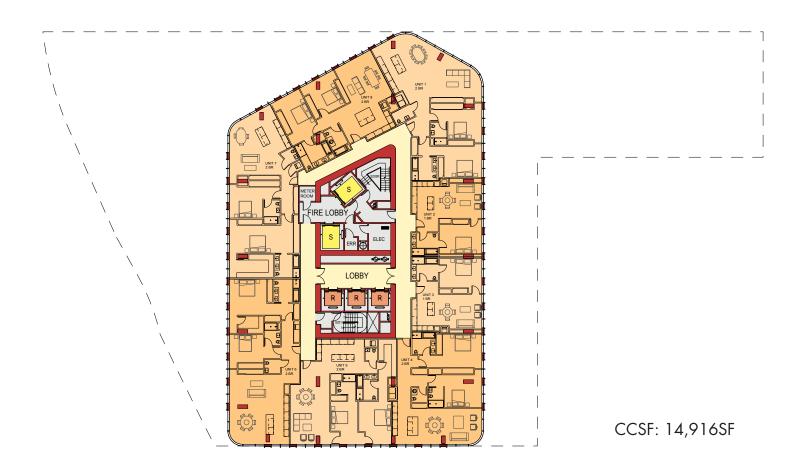


PLAN - LEVEL 32 (MECHANICAL)

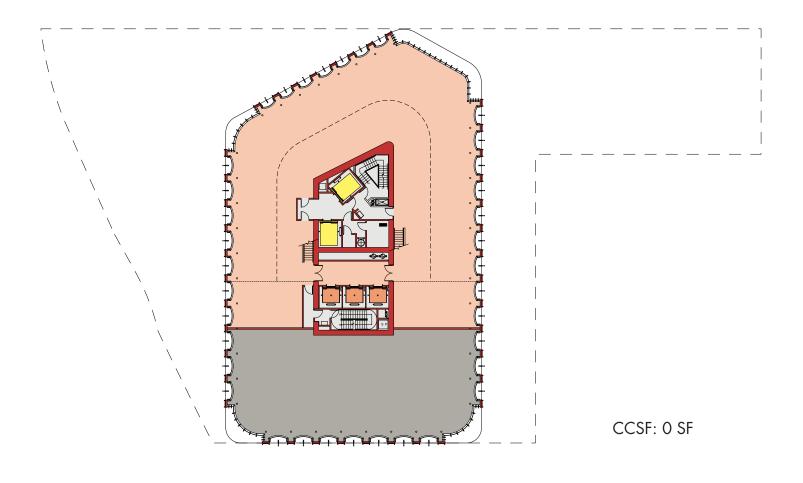


PLAN - LEVEL 33 - RESIDENTIAL AMENITY FLOOR

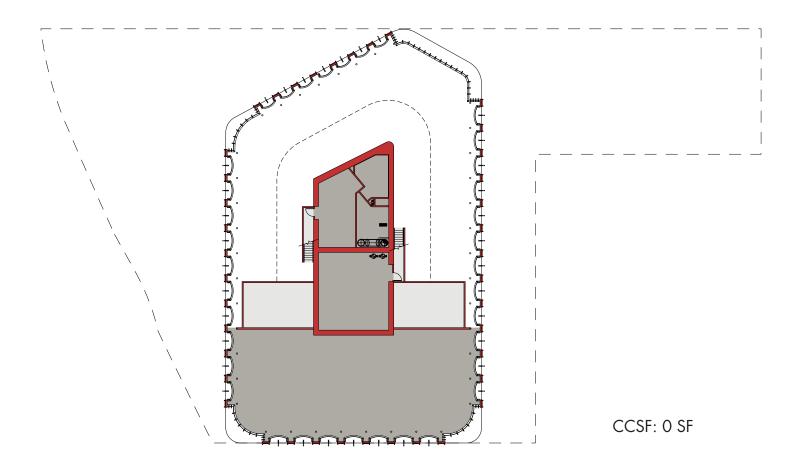
© Pelli Clarke Pelli Architects



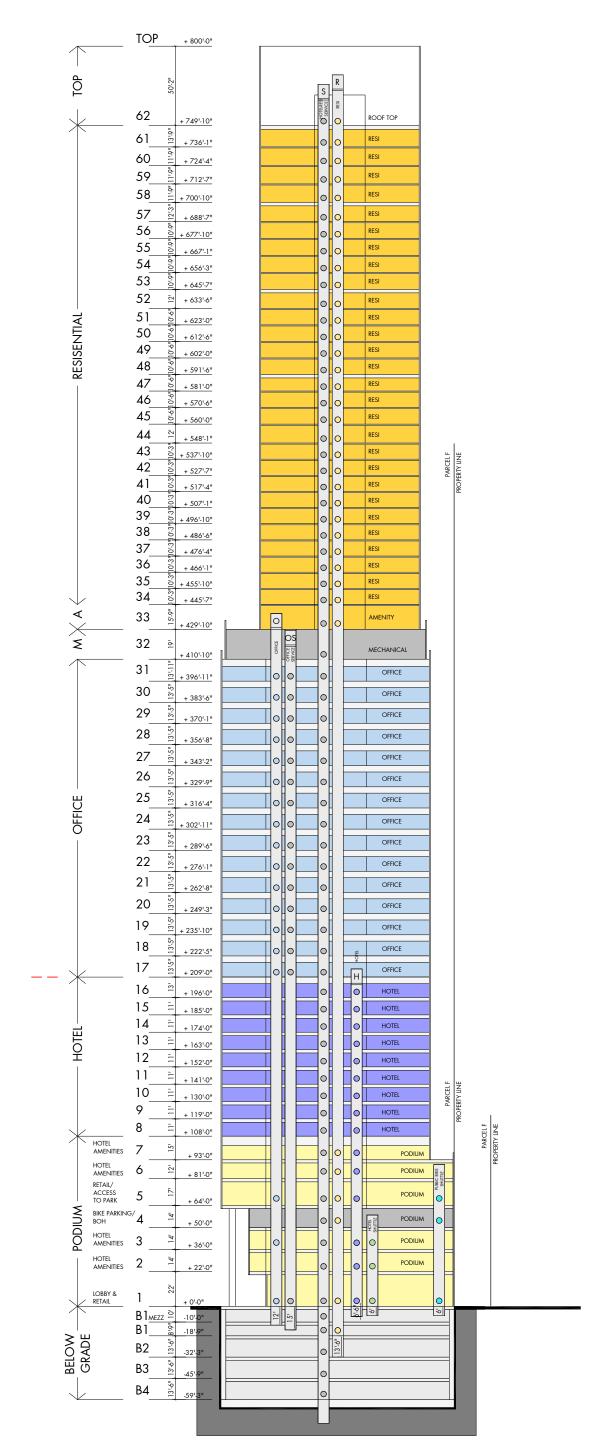
PLAN - LEVEL 34 TO 61 - TYPICAL RESIDENTIAL FLOOR

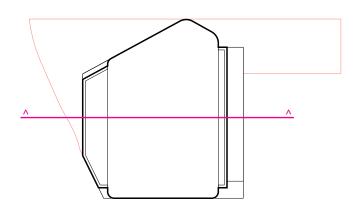


PLAN - LEVEL 62 - ROOF

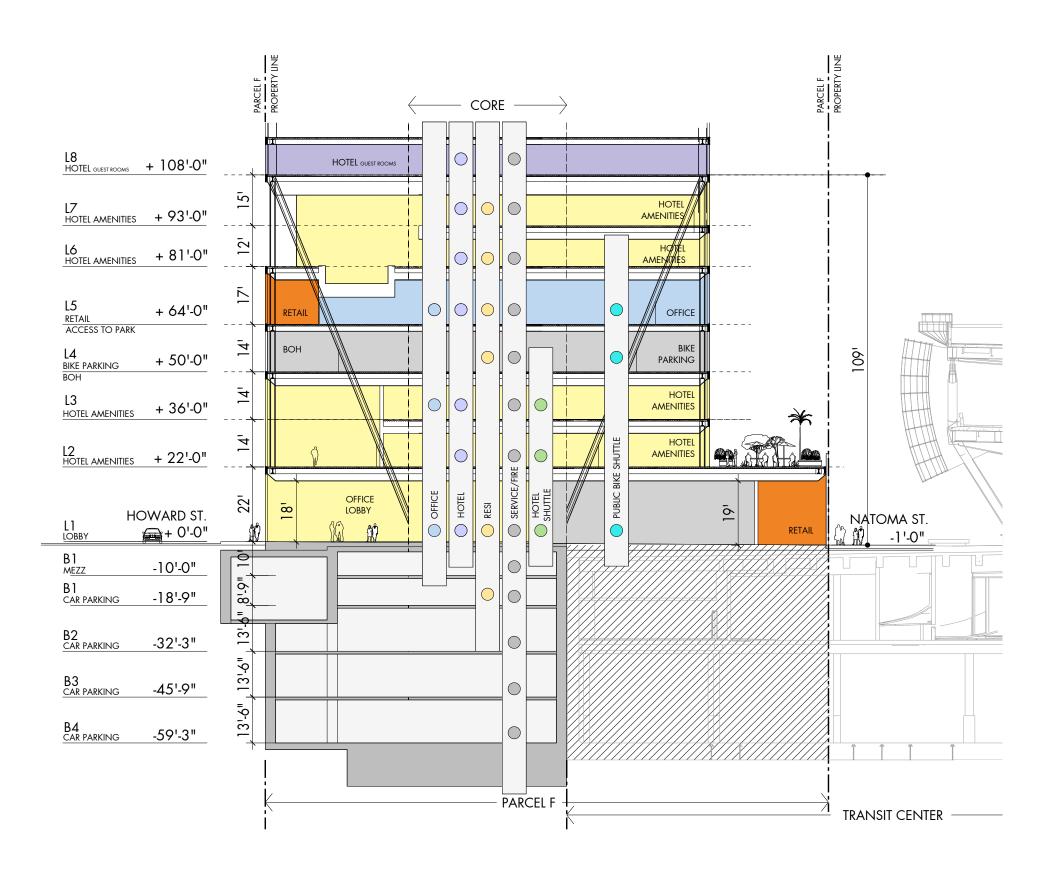


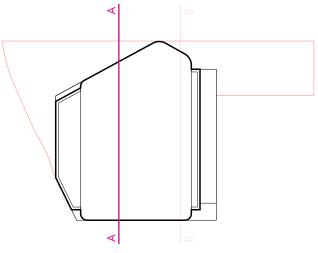
PLAN - LEVEL 62 MECHANICAL MEZZANINE



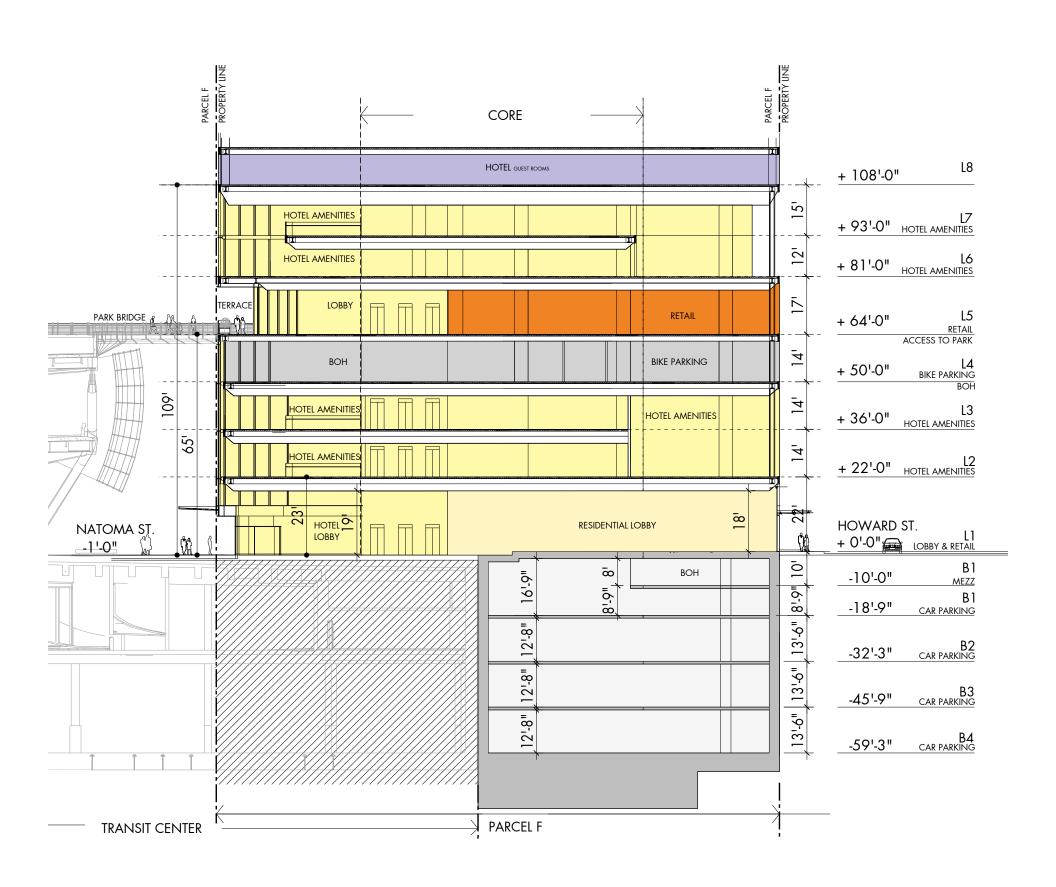


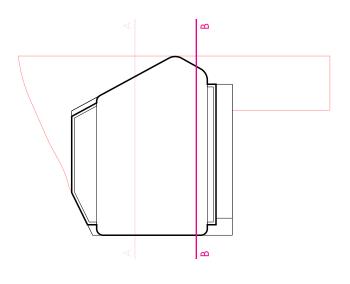
**TOWER SECTION - EAST/WEST** 





PODIUM SECTION A-A





PODIUM SECTION B-B

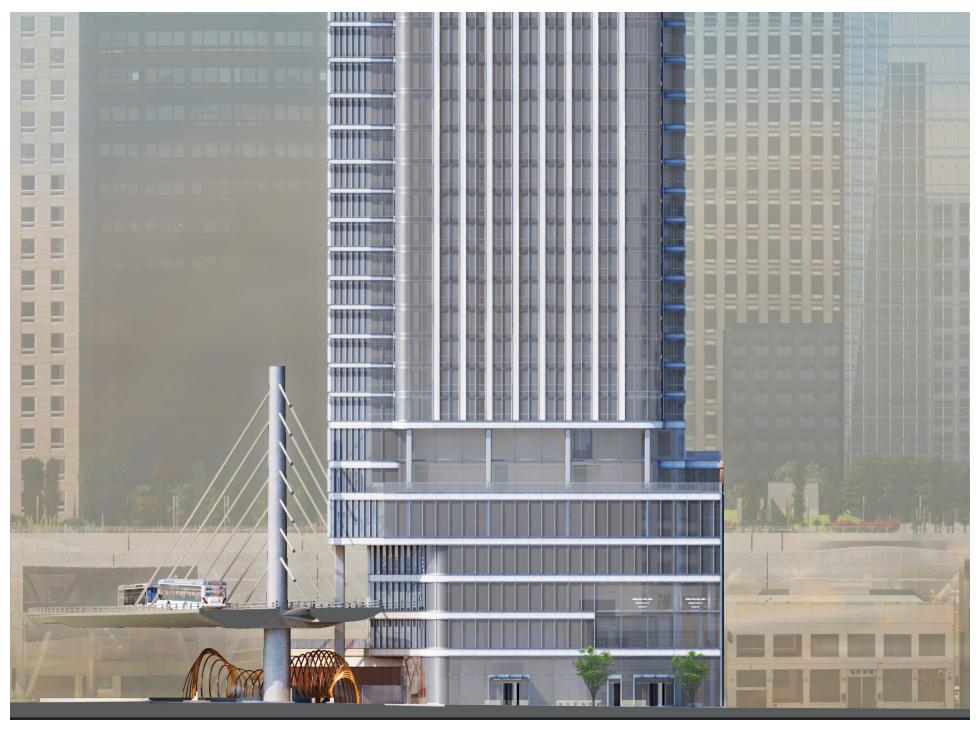


**TOWER ELEVATION - SOUTH** 

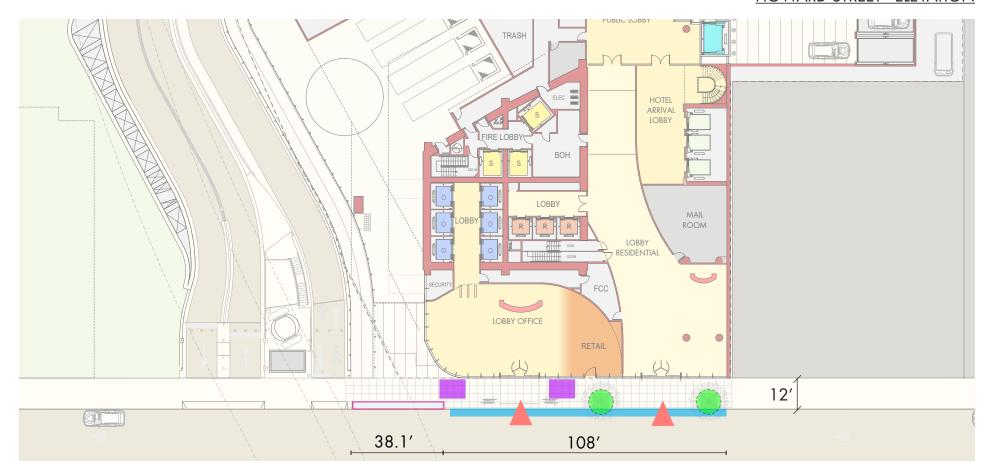
© Pelli Clarke Pelli Architects



**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

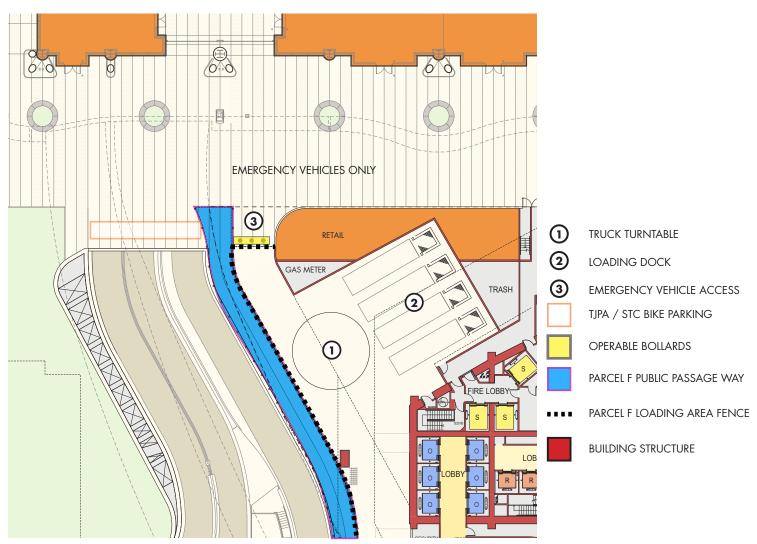
PG & E ACCESS

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

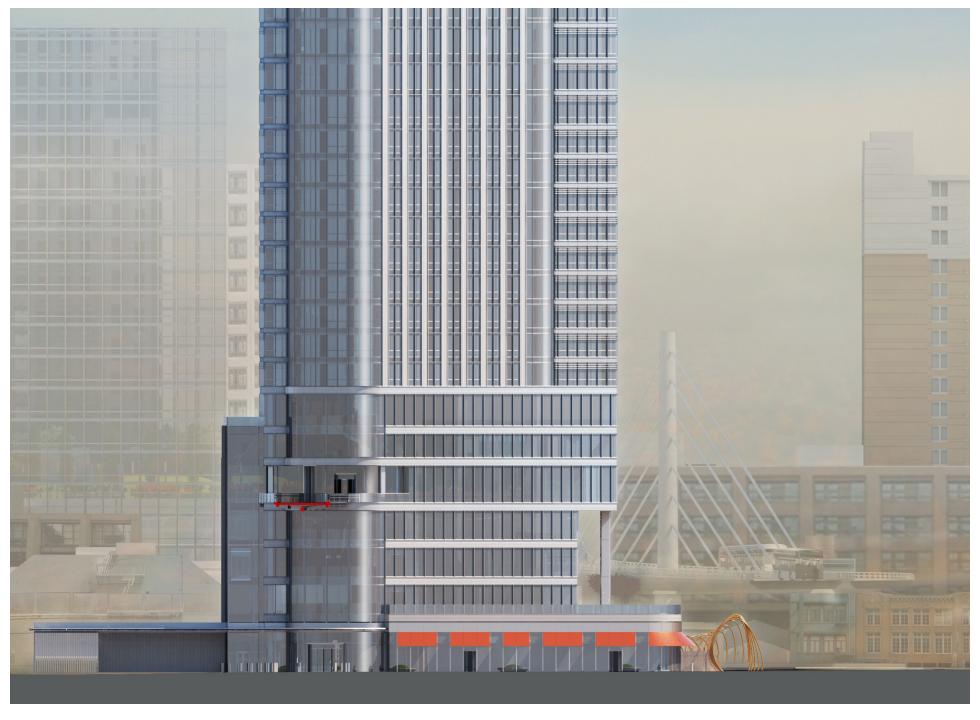
**HOWARD STREET - PLAN** 



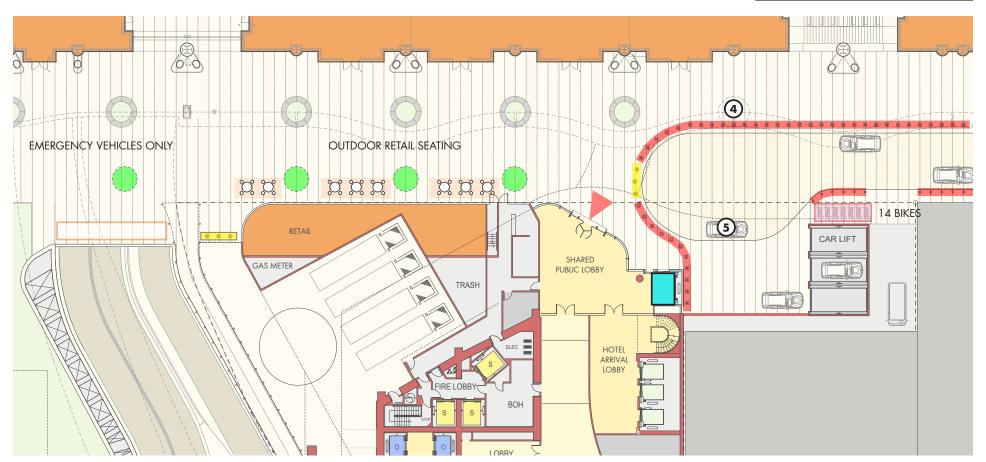
**LOADING DOCK - ELEVATION** 



LOADING DOCK - PLAN

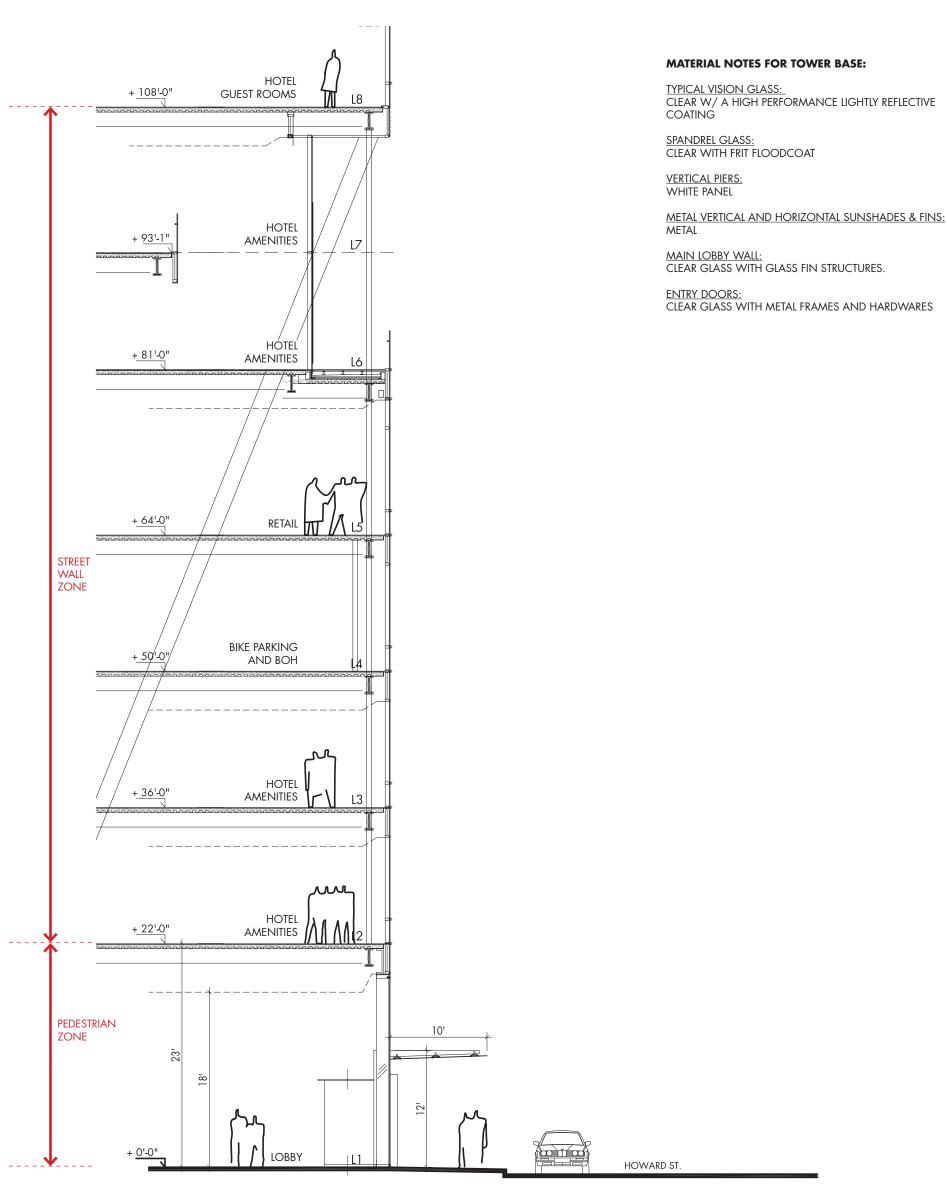


## NATOMA STREET - ELEVATION



- 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.

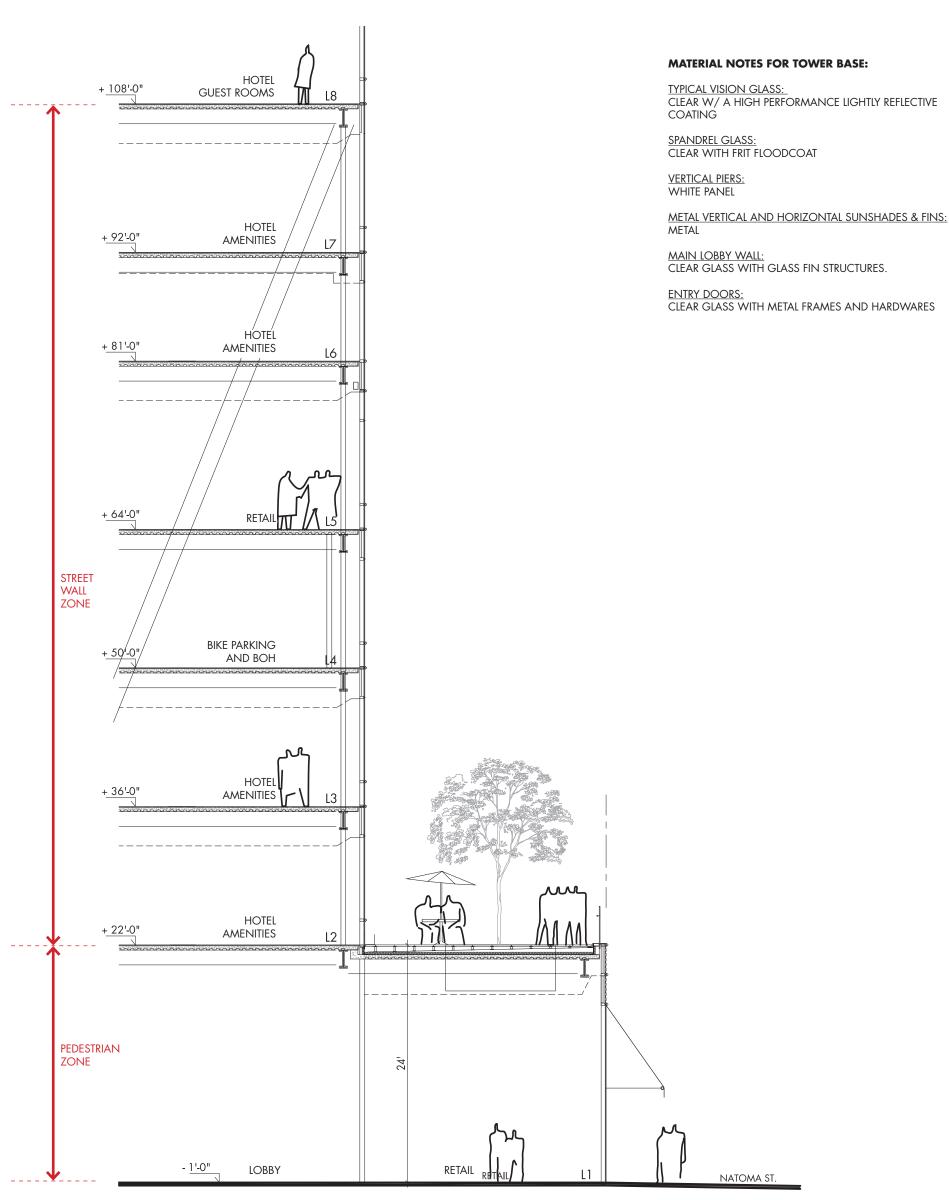
# STREETWALL ON HOWARD ST.

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

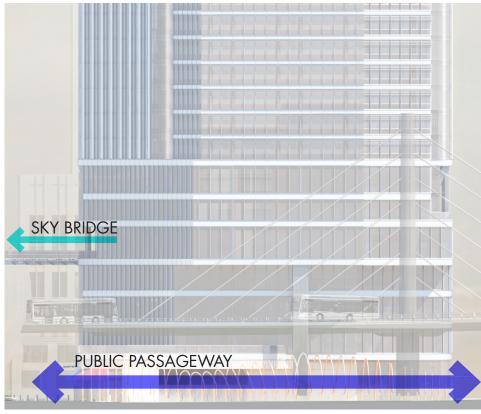
Several architectural articulations help define the Streetwall on Natoma Street.

- 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.



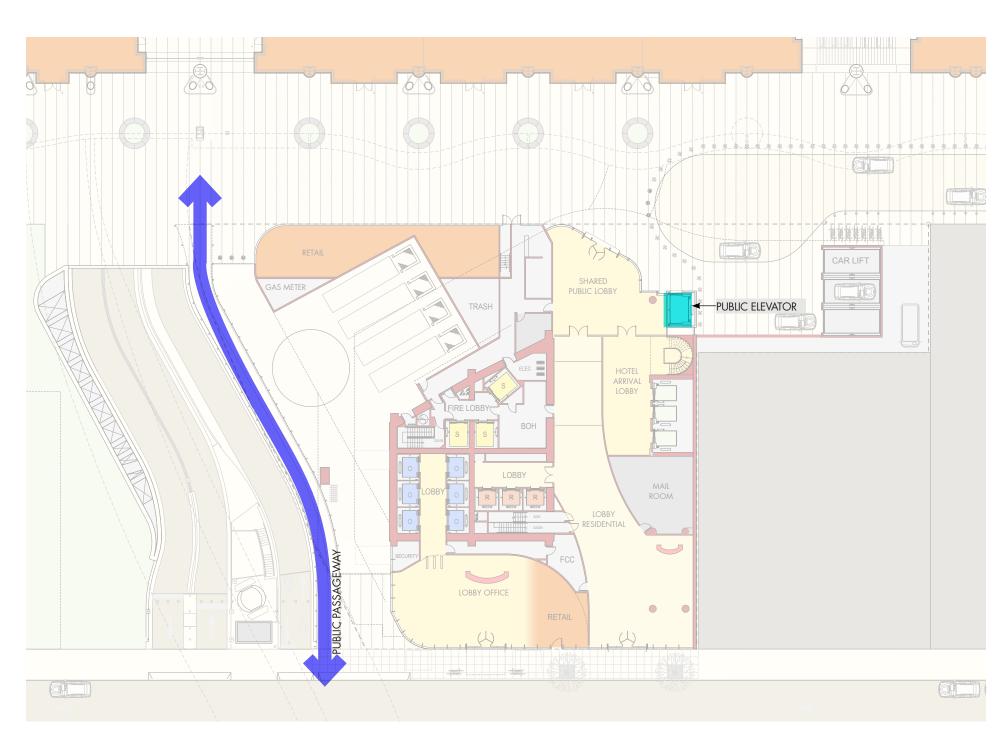
NATOMA STREET - TYPICAL WALL SECTION

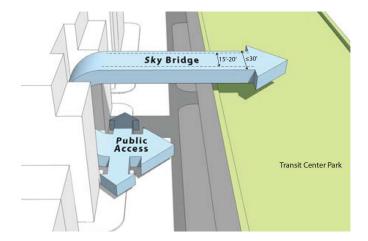




**NORTH ELEVATION** 

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:

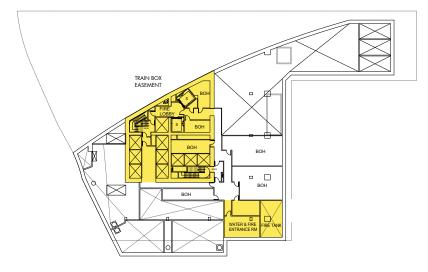
The above calculations for deducted area assumes the following understanding of CCSF code:

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

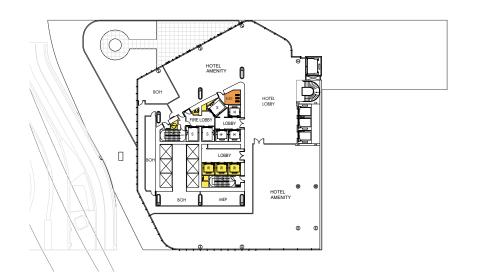
Perimeter area is measured at 4' above finished floor

- 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)

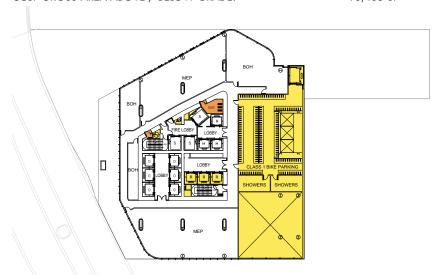
AREA SCHEDULE {2019.12.18}



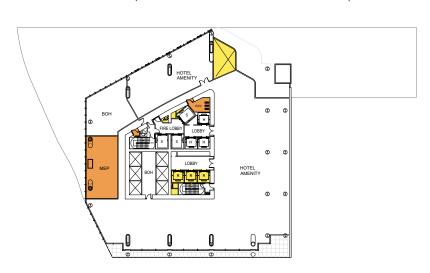
B1 MEZZ. 7,900 SF PERIMETER AREA: DEDUCTS PER SF PLANNING CODE: 5,260 SF CCSF GROSS AREA ABOVE / BELOW GRADE: 2,640 SF



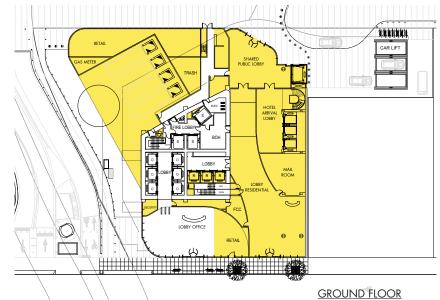
PODIUM - LEVEL 2 19,022 SF PERIMETER AREA: DEDUCTS PER SF PLANNING CODE: 437 SF MEP DEDUCTS PER SF PLANNING CODE: 100 SF CCSF GROSS AREA ABOVE / BELOW GRADE: 18,485 SF



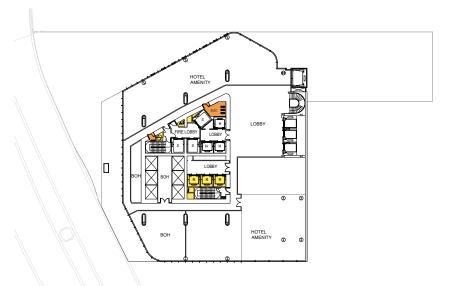
PODIUM - LEVEL 4 PERIMETER AREA: 19,022 SF DEDUCTS PER SF PLANNING CODE: 6,260 SF MEP DEDUCTS PER SF PLANNING CODE: 165 SF 12,507 SF CCSF GROSS AREA ABOVE / BELOW GRADE:



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:



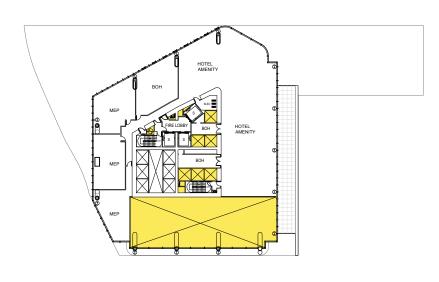
PERIMETER AREA: 23,300 SF 15,986 SF DEDUCTS PER SF PLANNING CODE: CCSF GROSS AREA ABOVE / BELOW GRADE: 6,314 SF



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** 

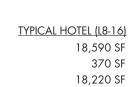
18,158 SF

13,338 SF

4,820 SF

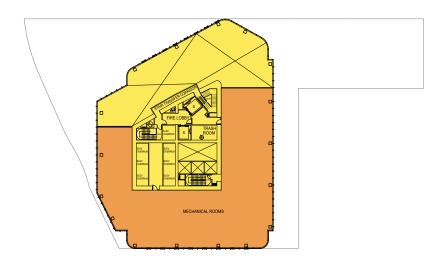


PERIMETER AREA:
DEDUCTS PER SF PLANNING CODE:
CCSF GROSS AREA ABOVE / BELOW GRADE:





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

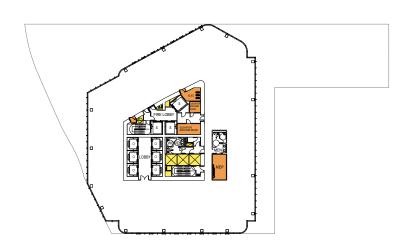


PERIMETER AREA: 17,690 SF
DEDUCTS PER SF PLANNING CODE: 8,946 SF
MEP DEDUCTS PER SF PLANNING CODE: 8,744 SF
CCSF GROSS AREA ABOVE / BELOW GRADE: 0 SF



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

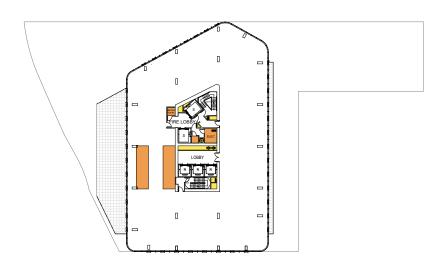
369 SF

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:

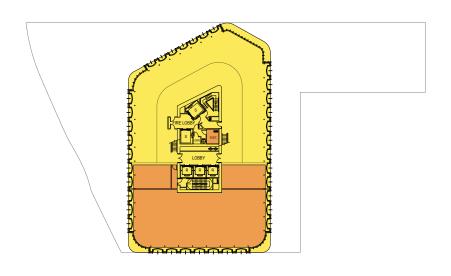
RESIDENTIAL (L33)

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:

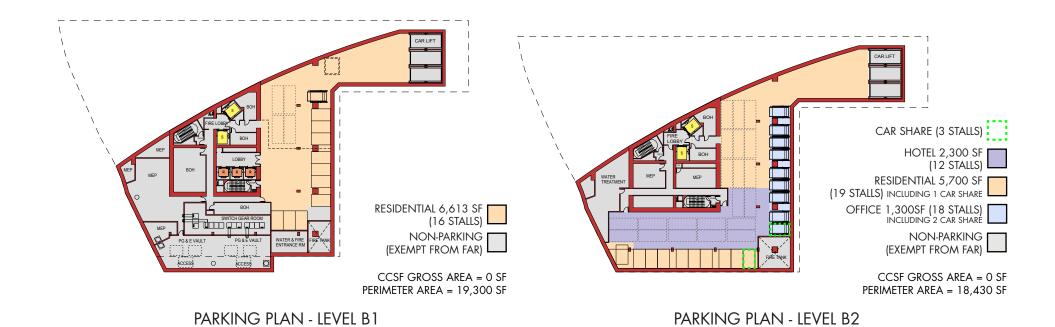
ROOF (L62) 15,305 SF 10,305 SF 5,000 SF 0 SF

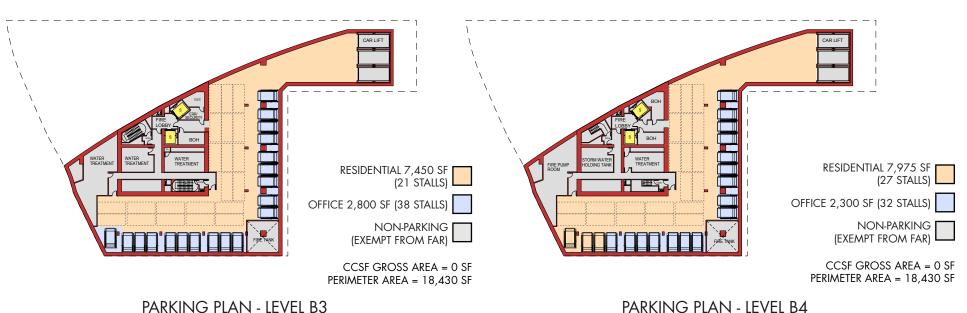
**GROSS AREA SUMMARY** 

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	



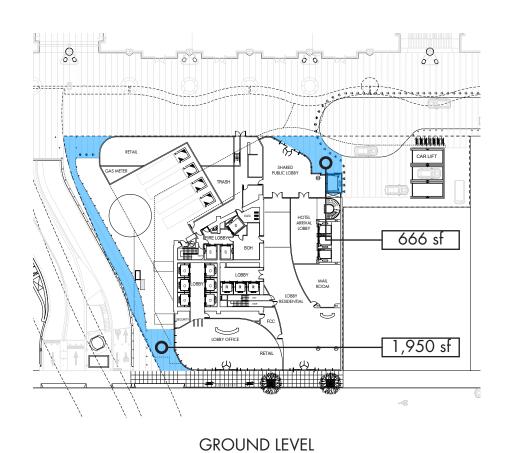


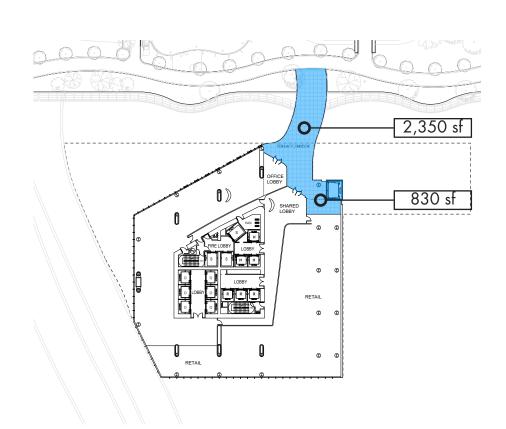
PARKING PLAN - LEVEL B3

PARKING SUMMARY

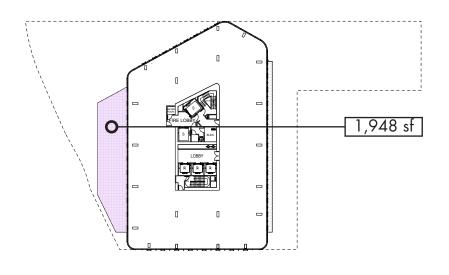
Residential:	165 units	Required Open Space	Proposed Open Space	Notes
48 SF Common Open Space x 165 units	_	7,920	7,494	Roof Top Terrace
			1,948	Terrace at 33L
TOTAL RESIDENTIAL OPEN SPACE		7,920	9,442	Planning Code 138(g)

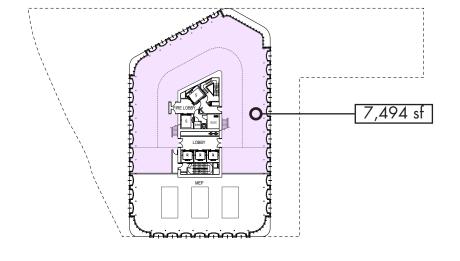
Commercial:	523,439 SF	Required Open Space	Proposed Open Space	Notes
1 SF of open space / 50 SF		10,469	5,000	Bonus (Section 138(j)(1)(F)(iv))
			1,950	Gr. Flr. Passage
			666	Access to Public elevator
			830	Public elevator to Park level (L1-L5)
			2,350	Bridge & Terrace at 5L
TOTAL COMMERCIAL OPEN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





PODIUM - LEVEL 5





**RESIDENTIAL AMENITY - L 33** 

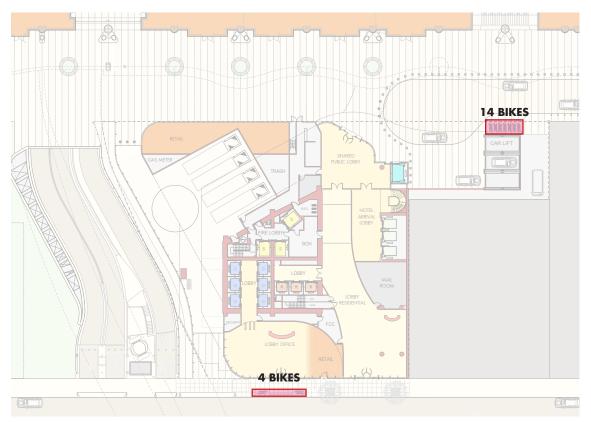
**ROOF** 



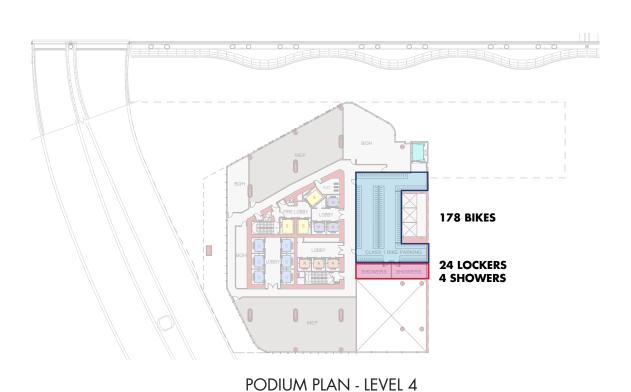
**OPEN SPACE SUMMARY** 

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.

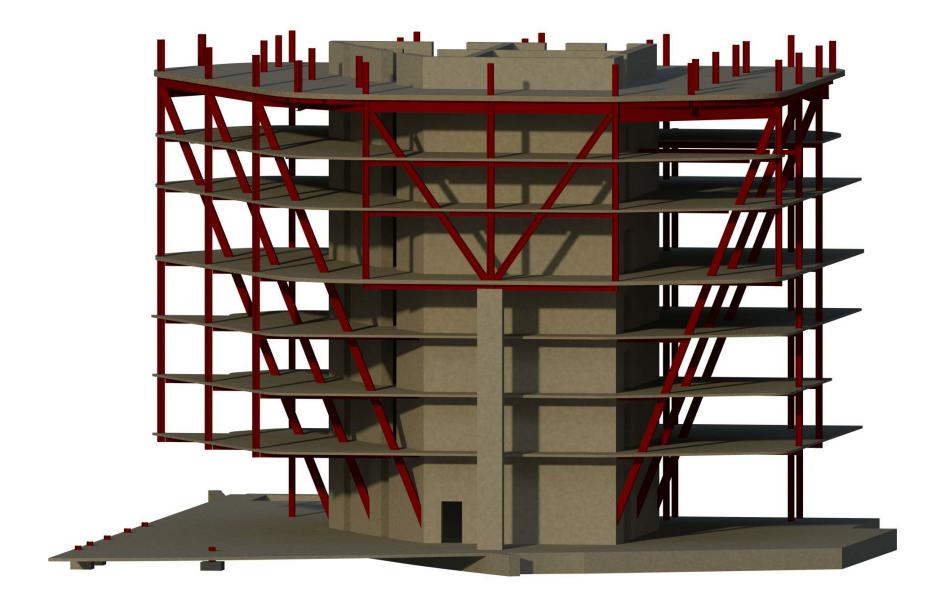
# STRUCTURAL SYSTEM MAGNUSSON KLEMENCIC ASSOCIATES

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**

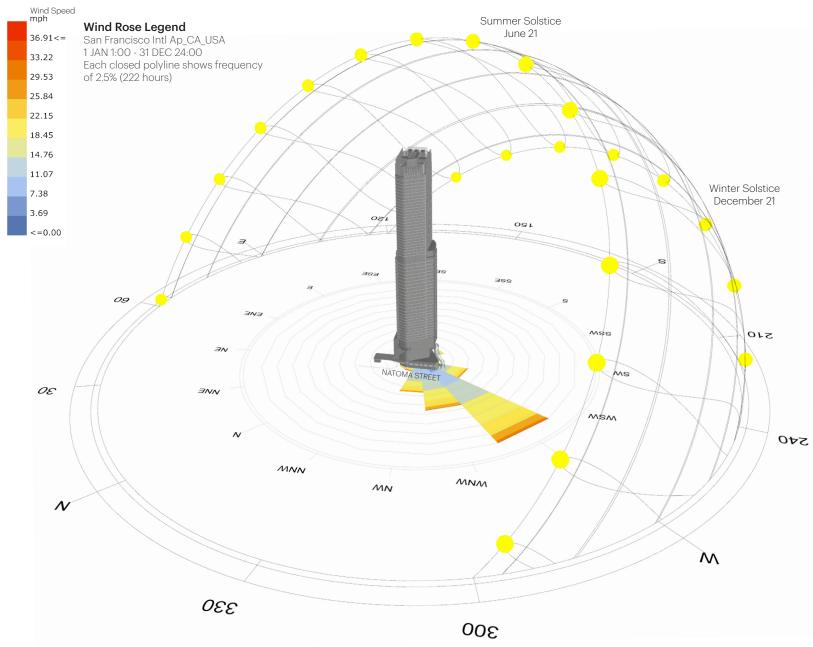
The building will provide natural daylight and quality views to its occupants.

#### 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.

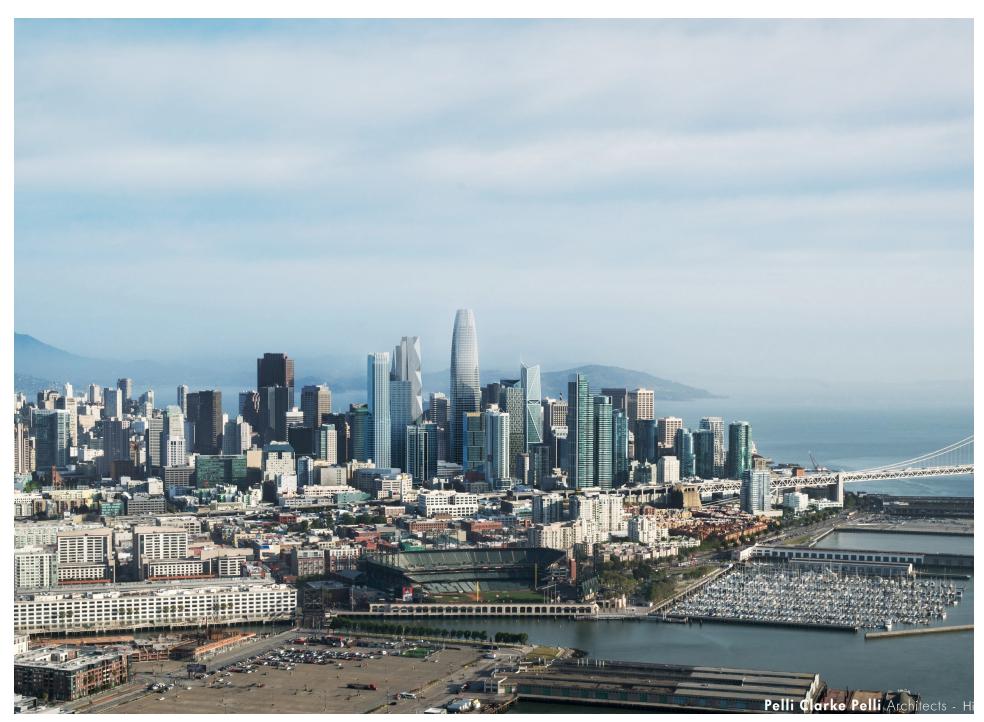
### **INNOVATION**

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





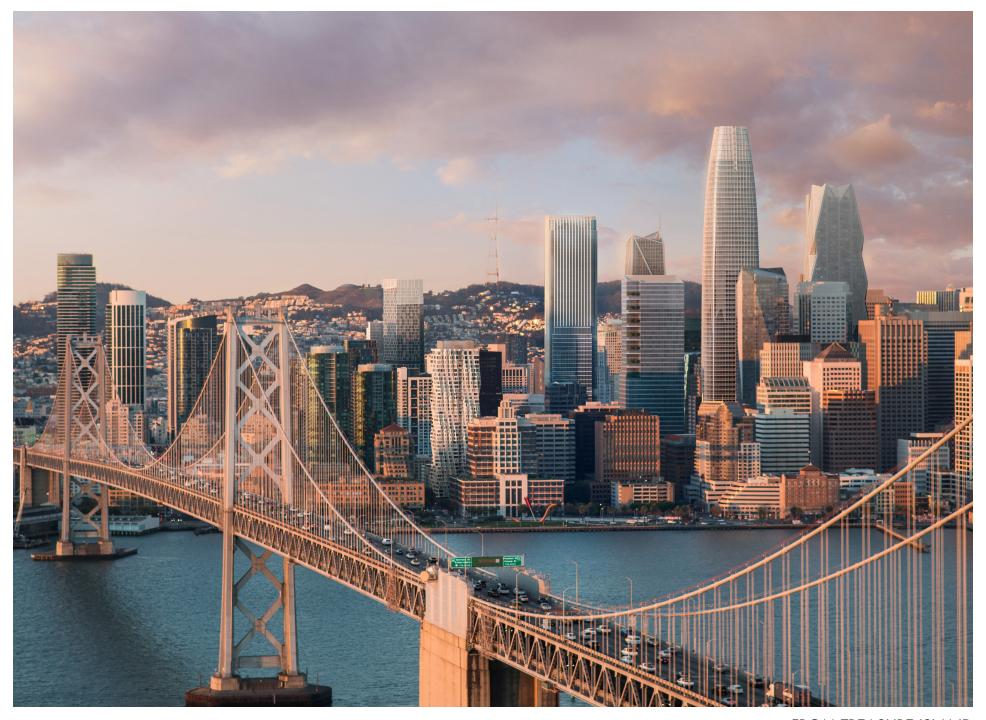
FROM DOLORES PARK



FROM MISSION BAY



AERIAL VIEW OF DOWNTOWN - FACING WEST



FROM TREASURE ISLAND



Architectural Submittal 309 Application

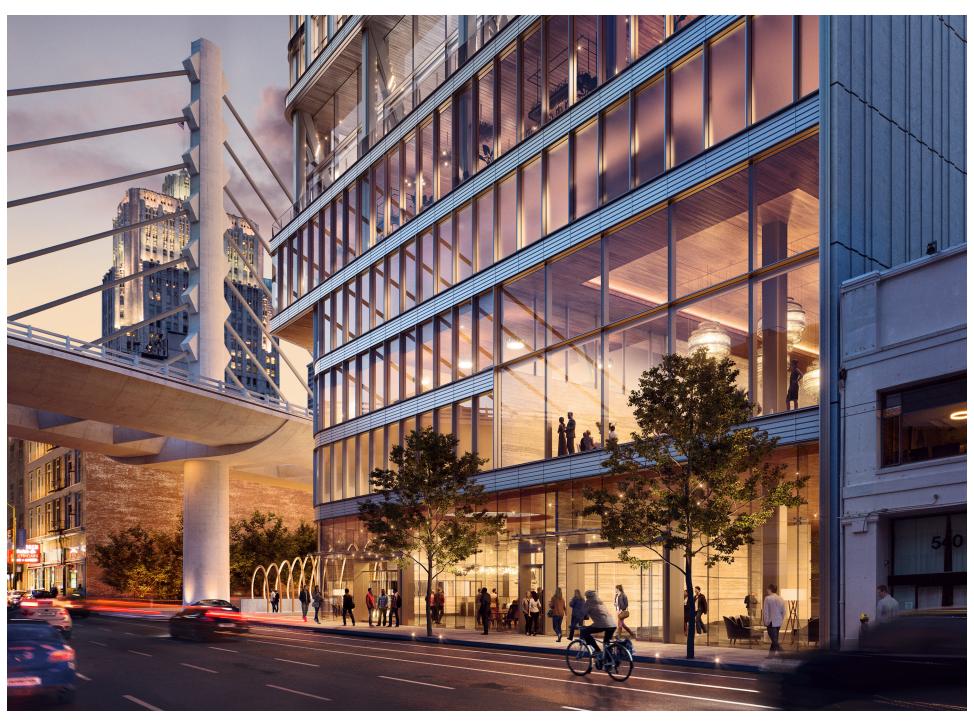
542-550 Howard Street, San Francisco, CA.







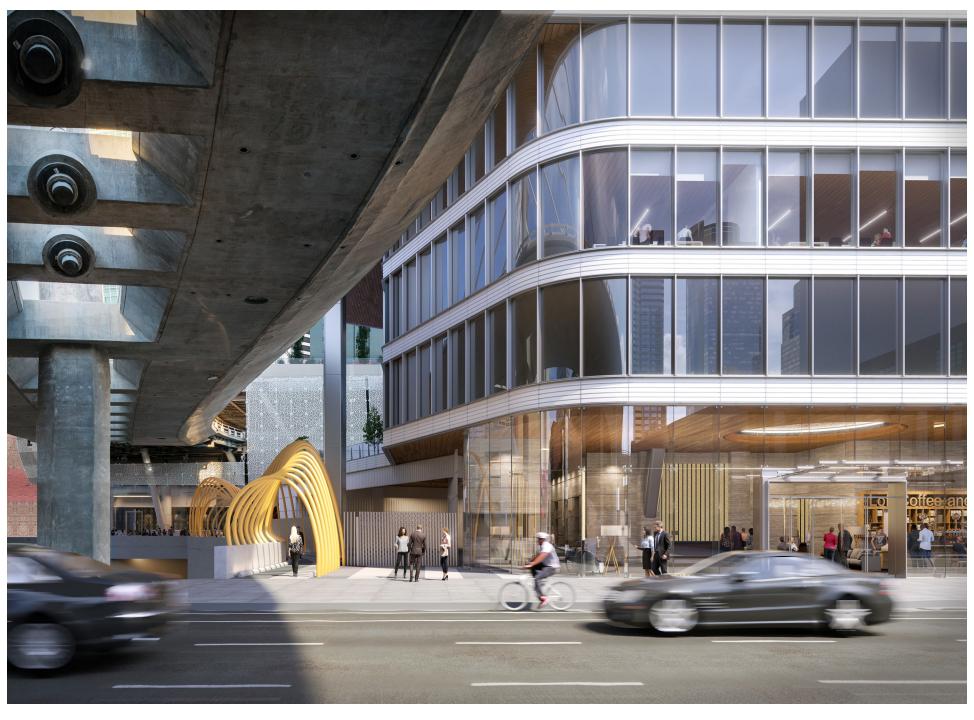
© Pelli Clarke Pelli Architects

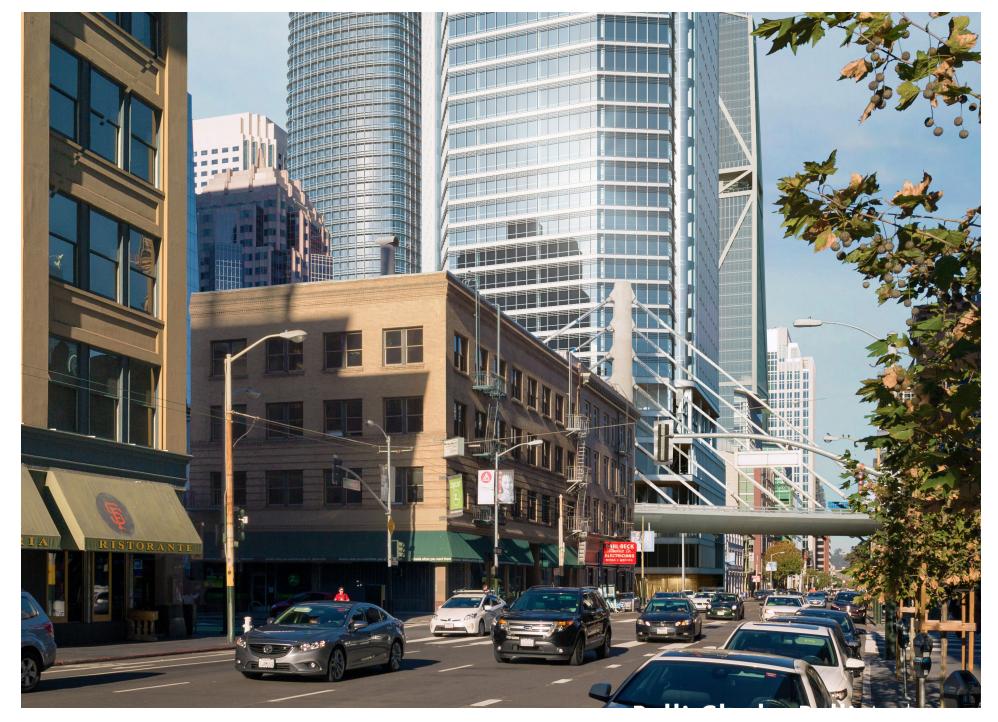


**HOWARD STREET LOOKING WEST** 



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



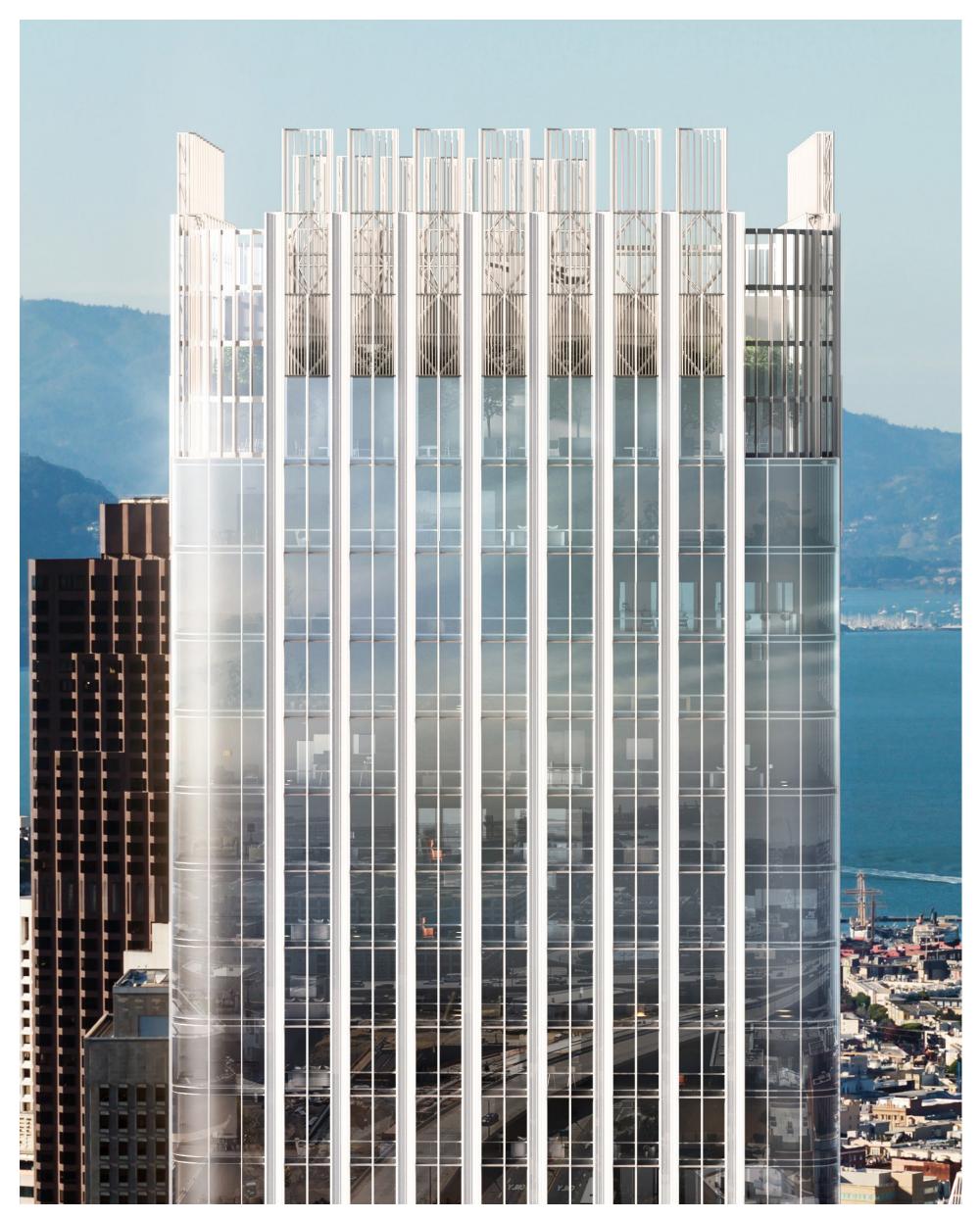
NATOMA STREET LOOKING WEST



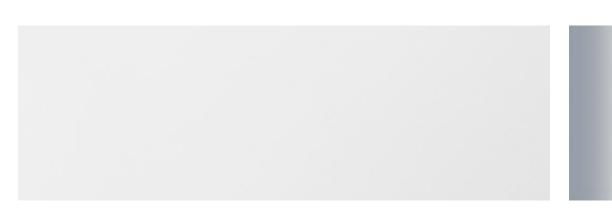
VIEW OF BRIDGE CONNECTION AT PARK LEVEL



Architectural Submittal 309 Application



**TOWER** 



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

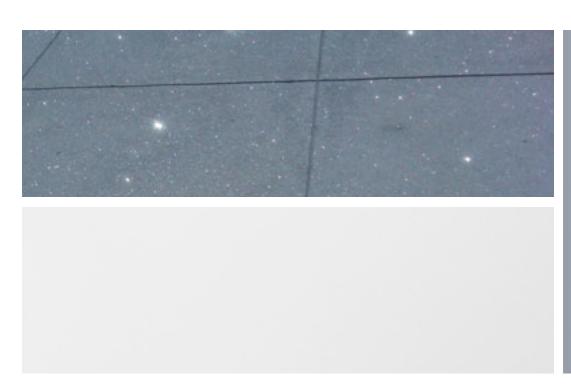
VERTICAL PIERS WITH WARM WHITE MAT FINISH PANELS

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**

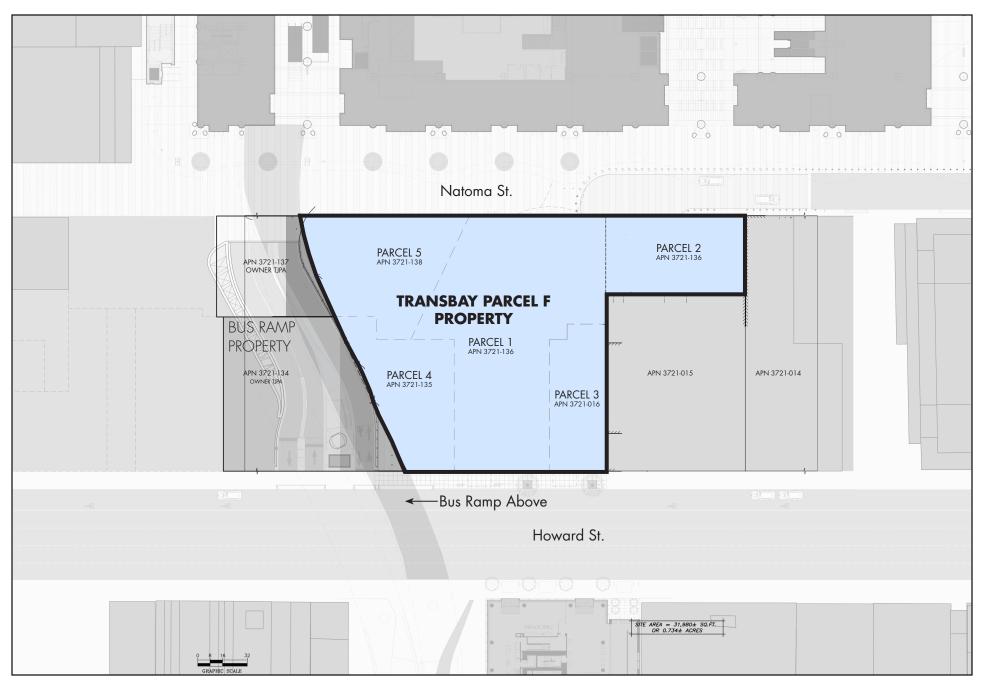
542-550 Howard Street, San Francisco, CA Supplemental Diagrams for 309 Application (12/20/19) Hines & Urban Pacific

Pelli Clarke Pelli Architects pcparch.com

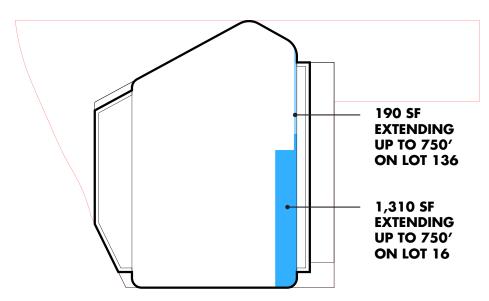
NEW HAVEN NEW YORK SAN FRANCISCO SHANGHAI TOKYO

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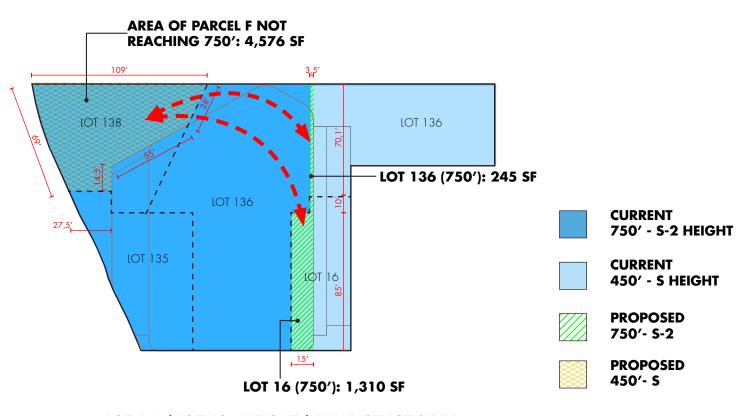
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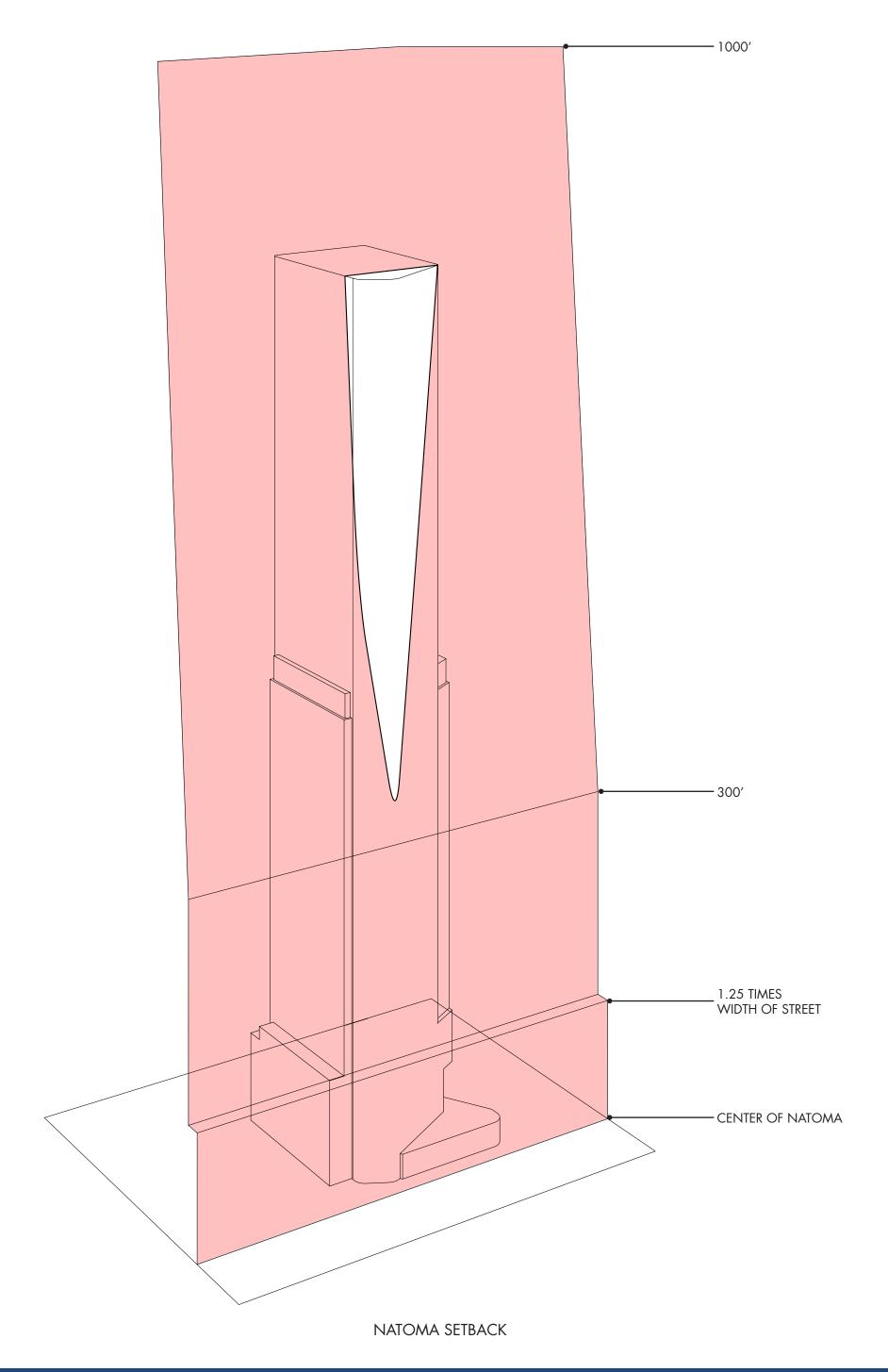
SITE PLAN/PARCELIZATION

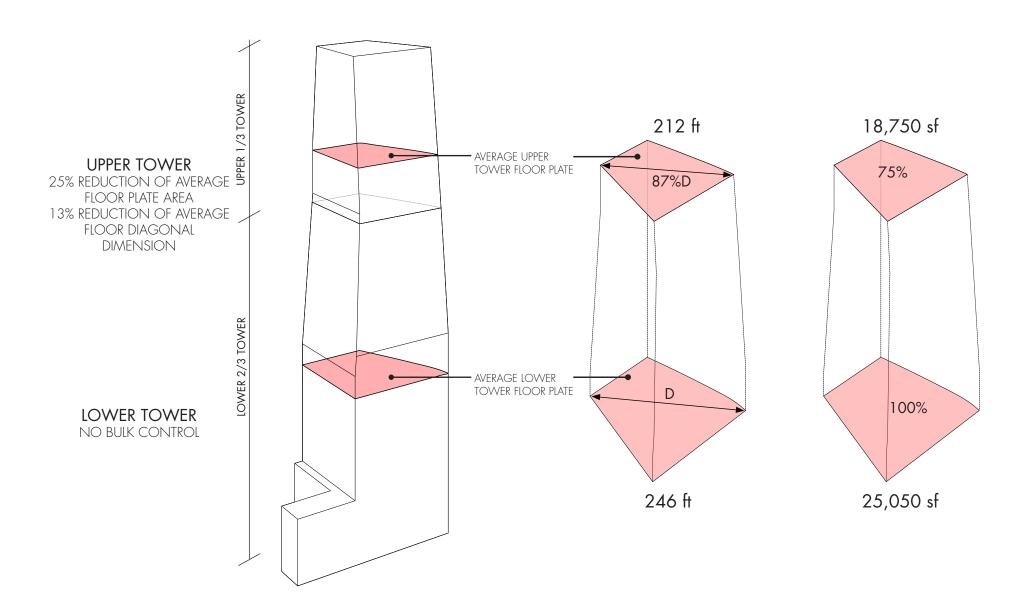


#### PORTION OF BUILDING AREA REQUIRING RE-CLASSIFICATION TO 750-S-2

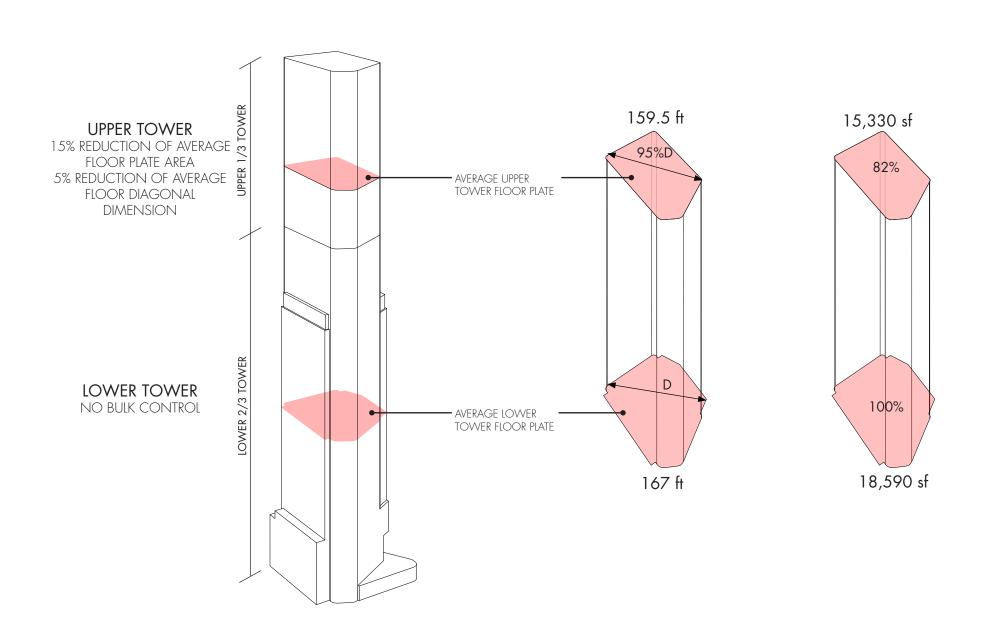


LOT 16 / LOT 136 HEIGHT/BULK DISTRICT SWAP

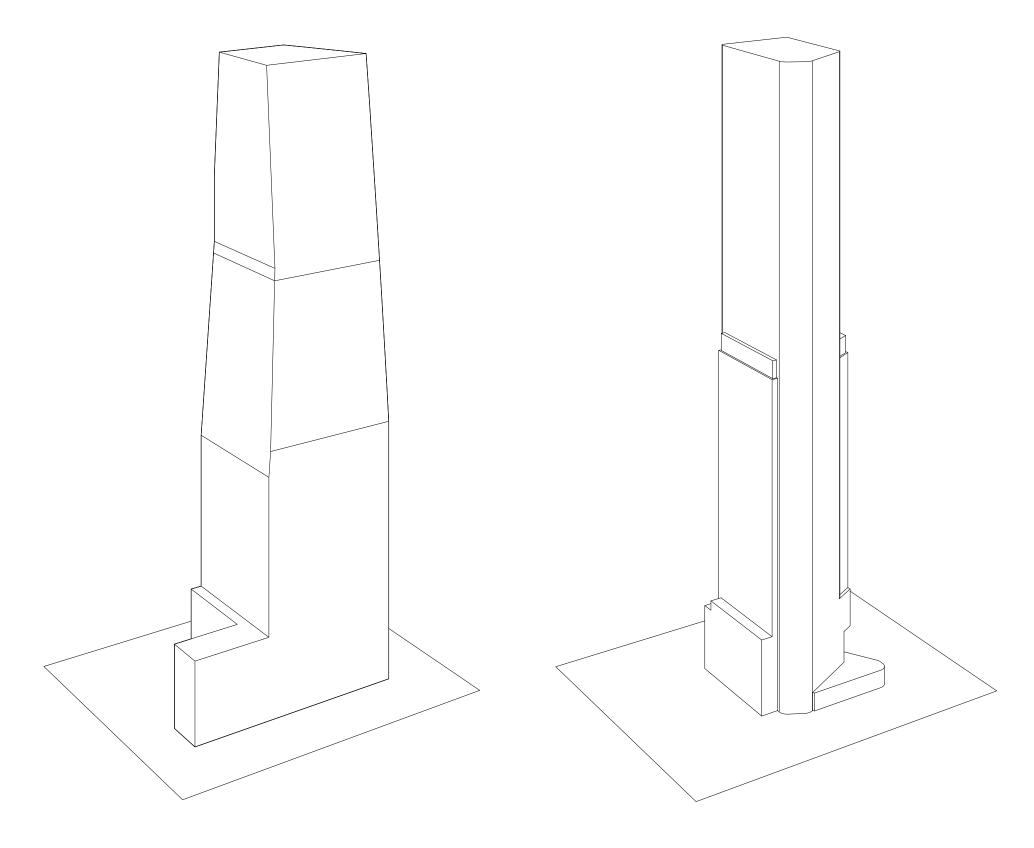




## **BULK REDUCTION**



## PROPOSED BULK REDUCTION



VOLUME WITH STRICT ADHERENCE TO SETBACKS AND BULK LIMITS

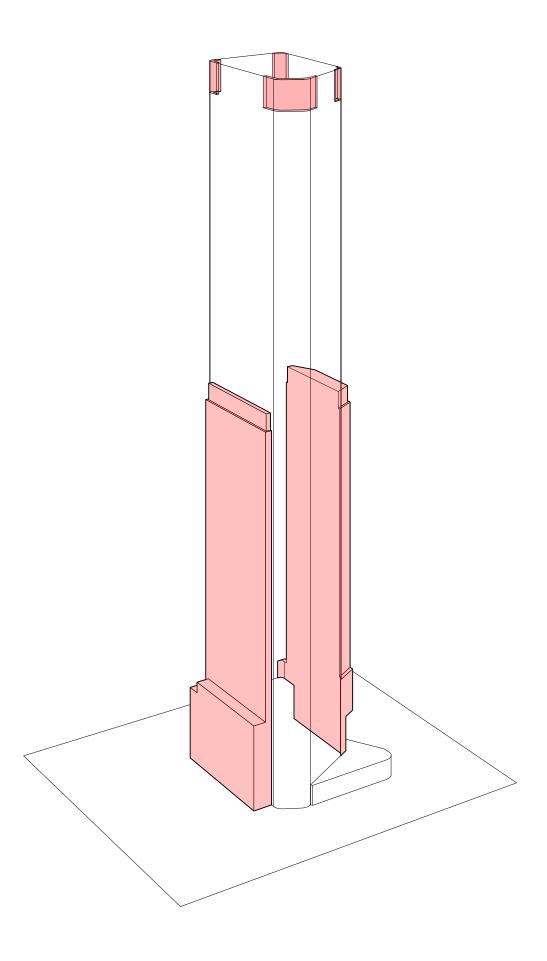
**PROPOSED DESIGN** 

#### **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

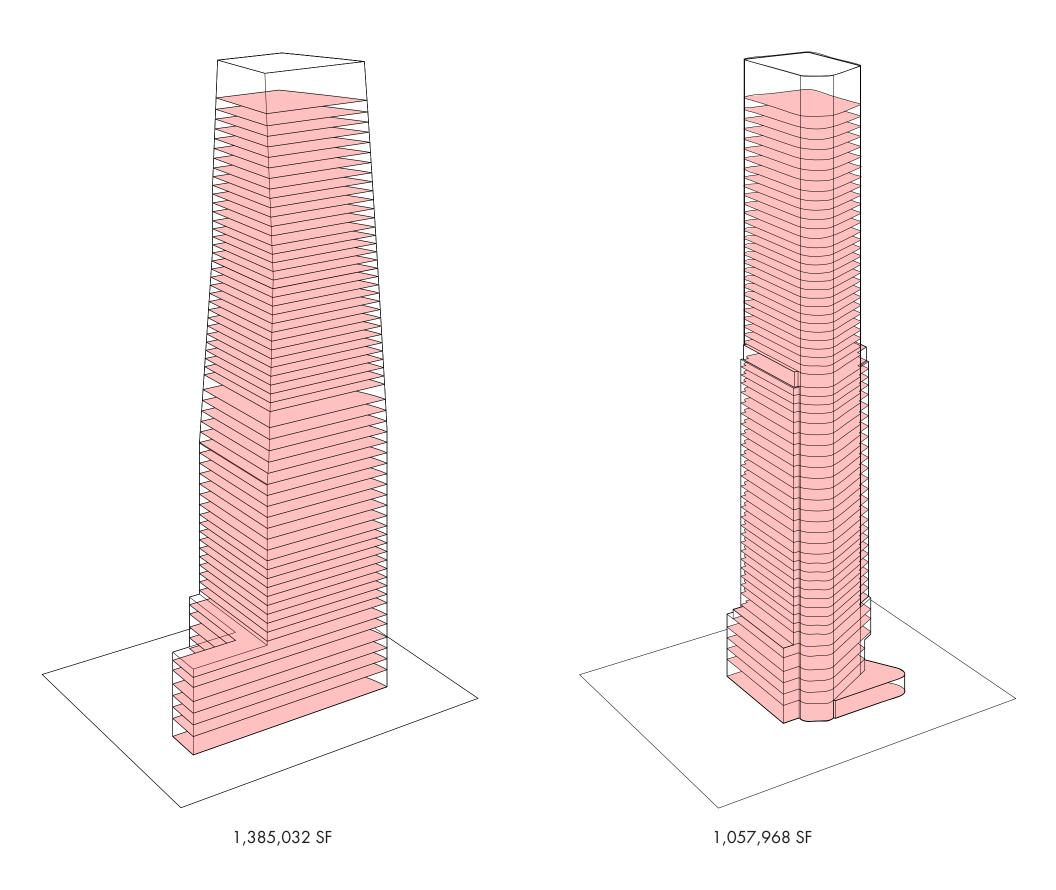


#### COMPLIANCE WITH SECTION 272.4A CRITERIA

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

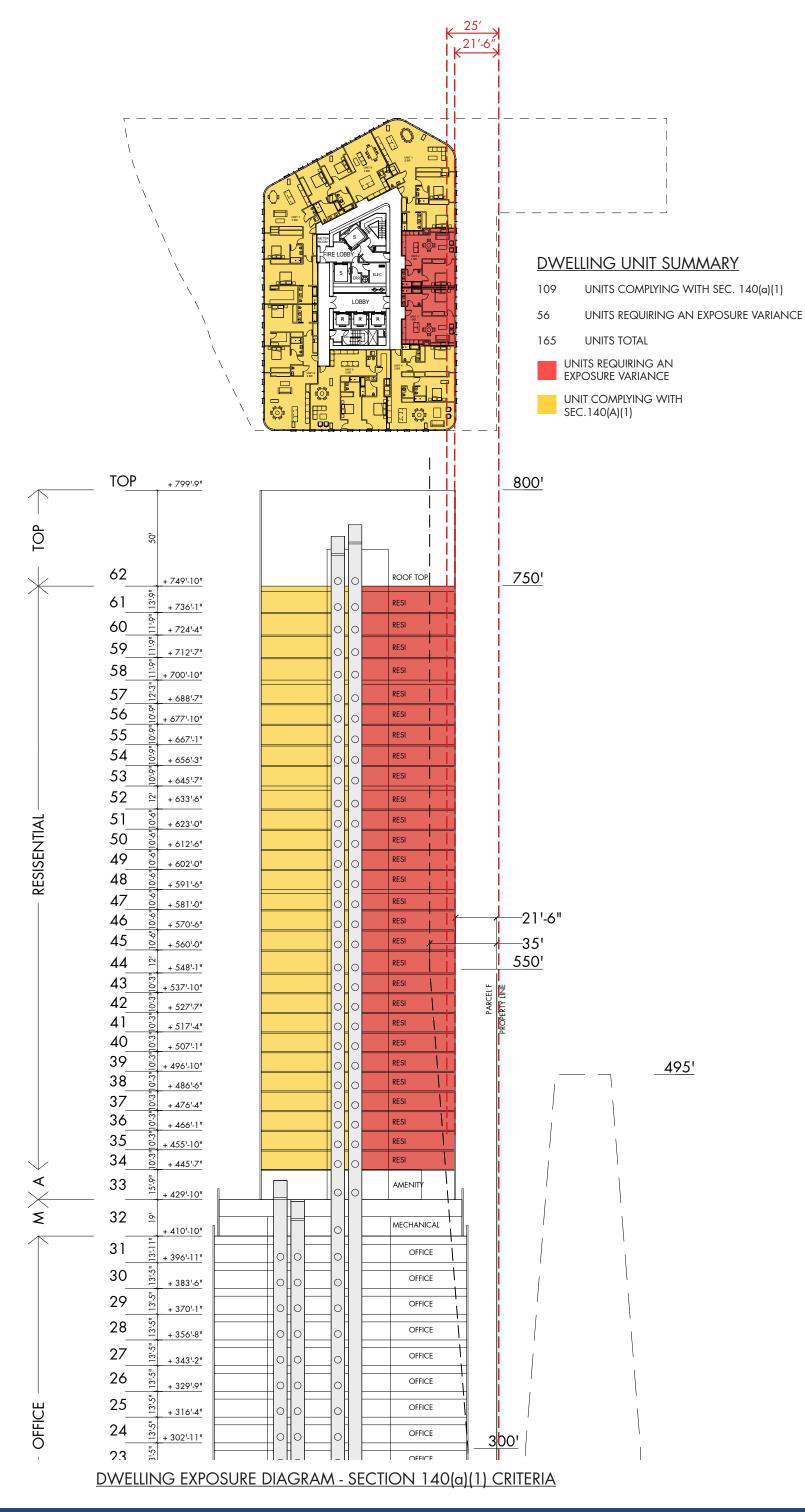
## COMPLIANCE WITH SECTION 272.4B CRITERIA

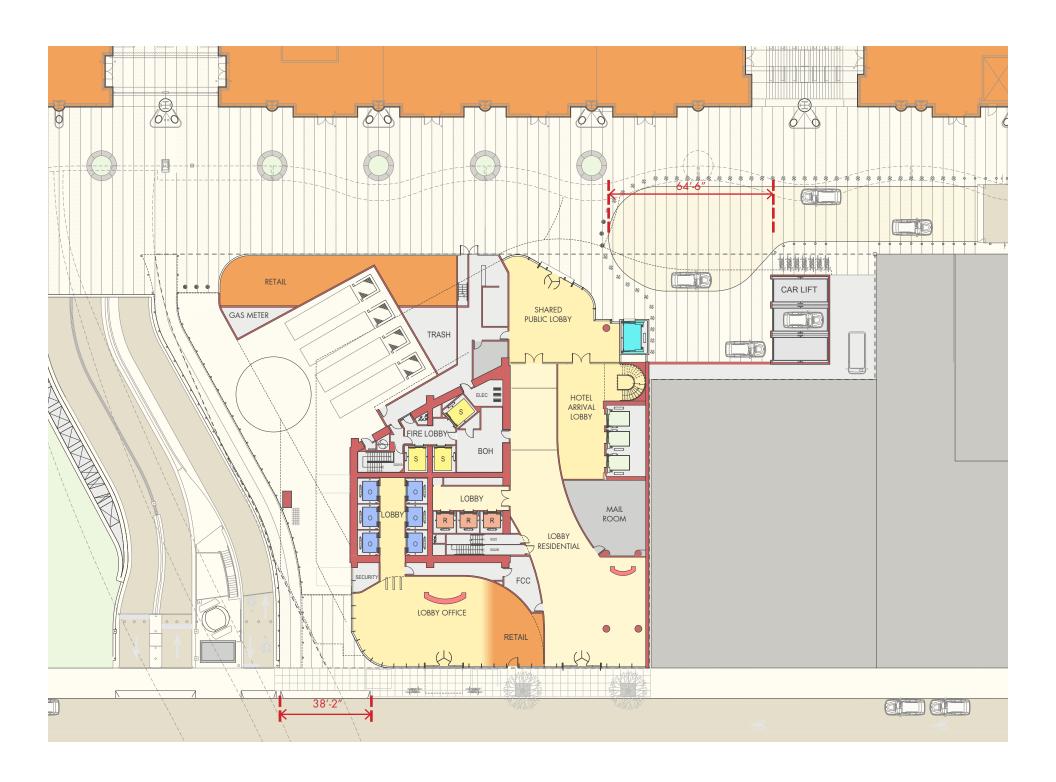
SIGNIFICANT DIFFERENCES IN THE HEIGHTS OF VARIOUS PORTIONS OF THE BUILDING, STRUCTURE OR DEVELOPMENT THAT DIVIDE THE MASS INTO DISTINCT ELEMENTS.



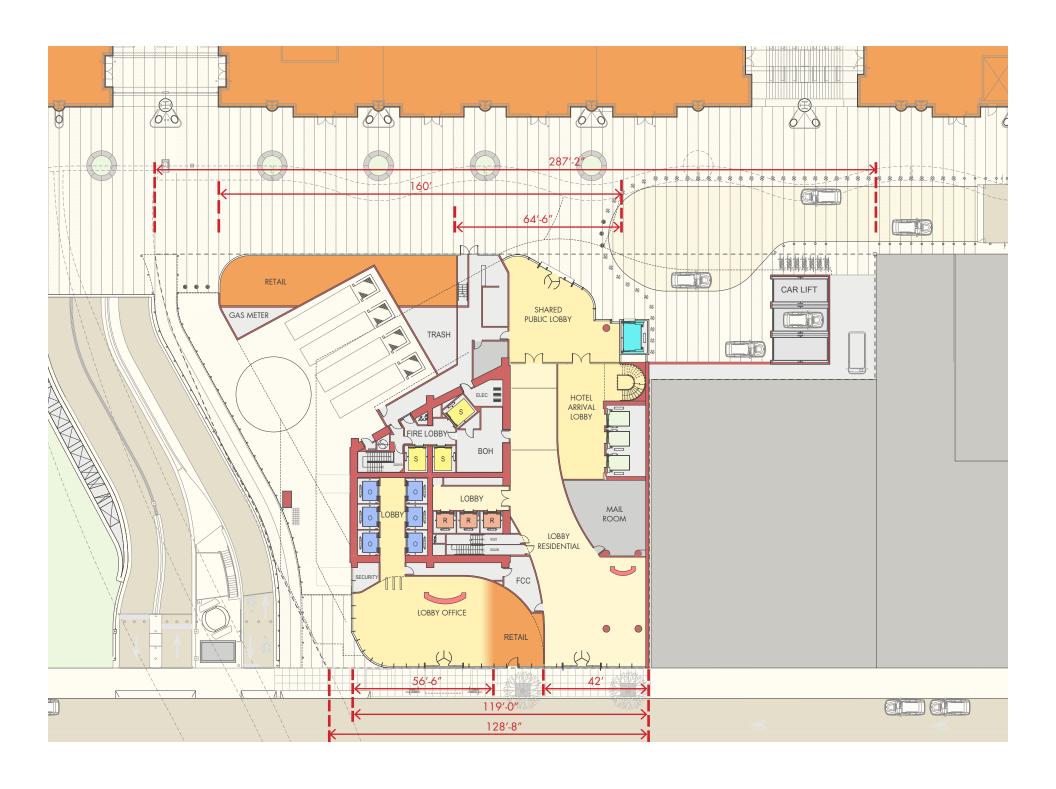
# COMPLIANCE WITH SECTION 272.6 CRITERIA

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.

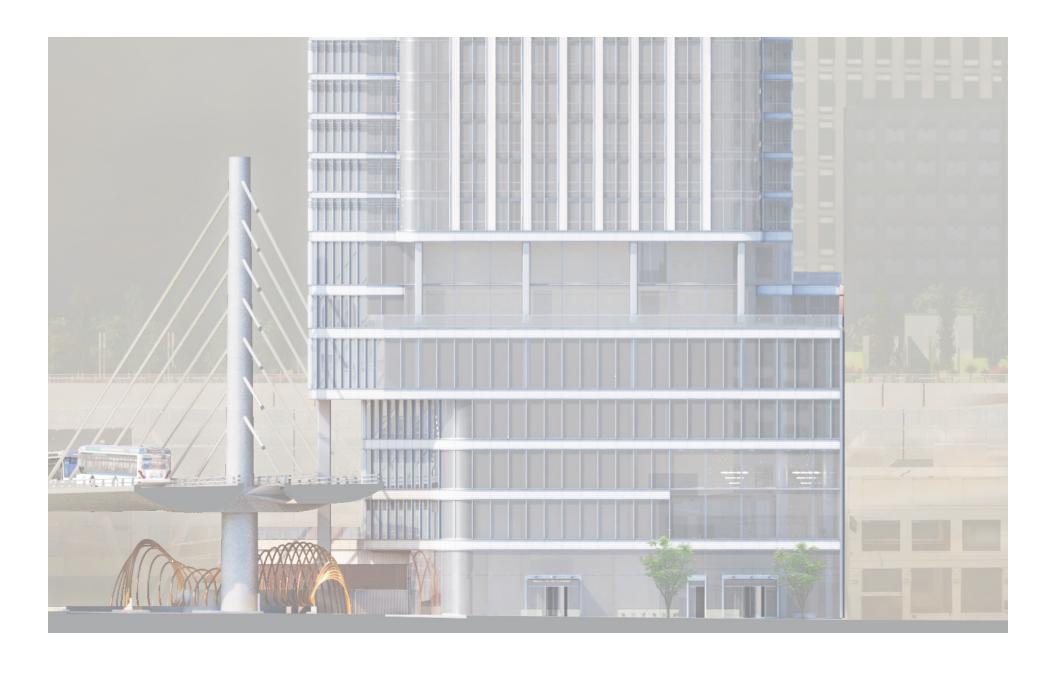


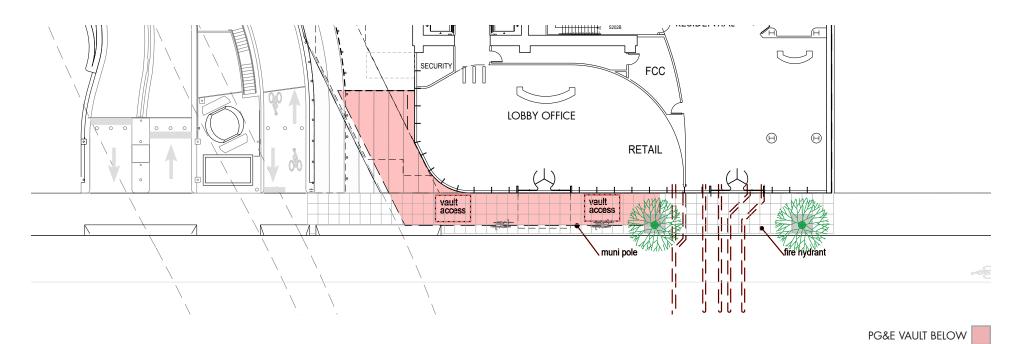


PARKING / LOADING ENTRANCES - SECTION 145 CRITERIA

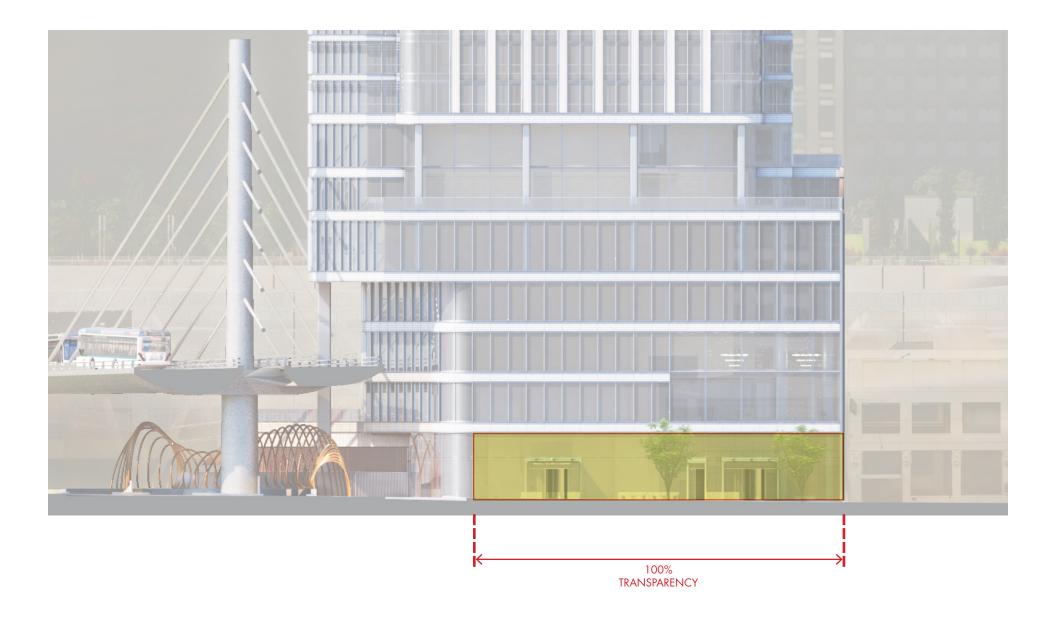


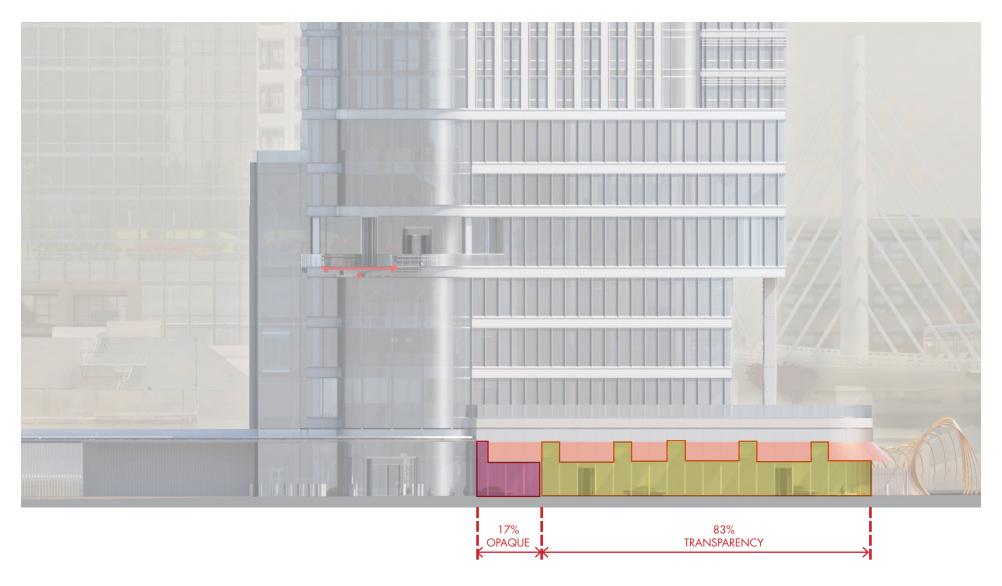
ACTIVE FRONTAGE DIAGRAM - SECTION 145.1 CRITERIA

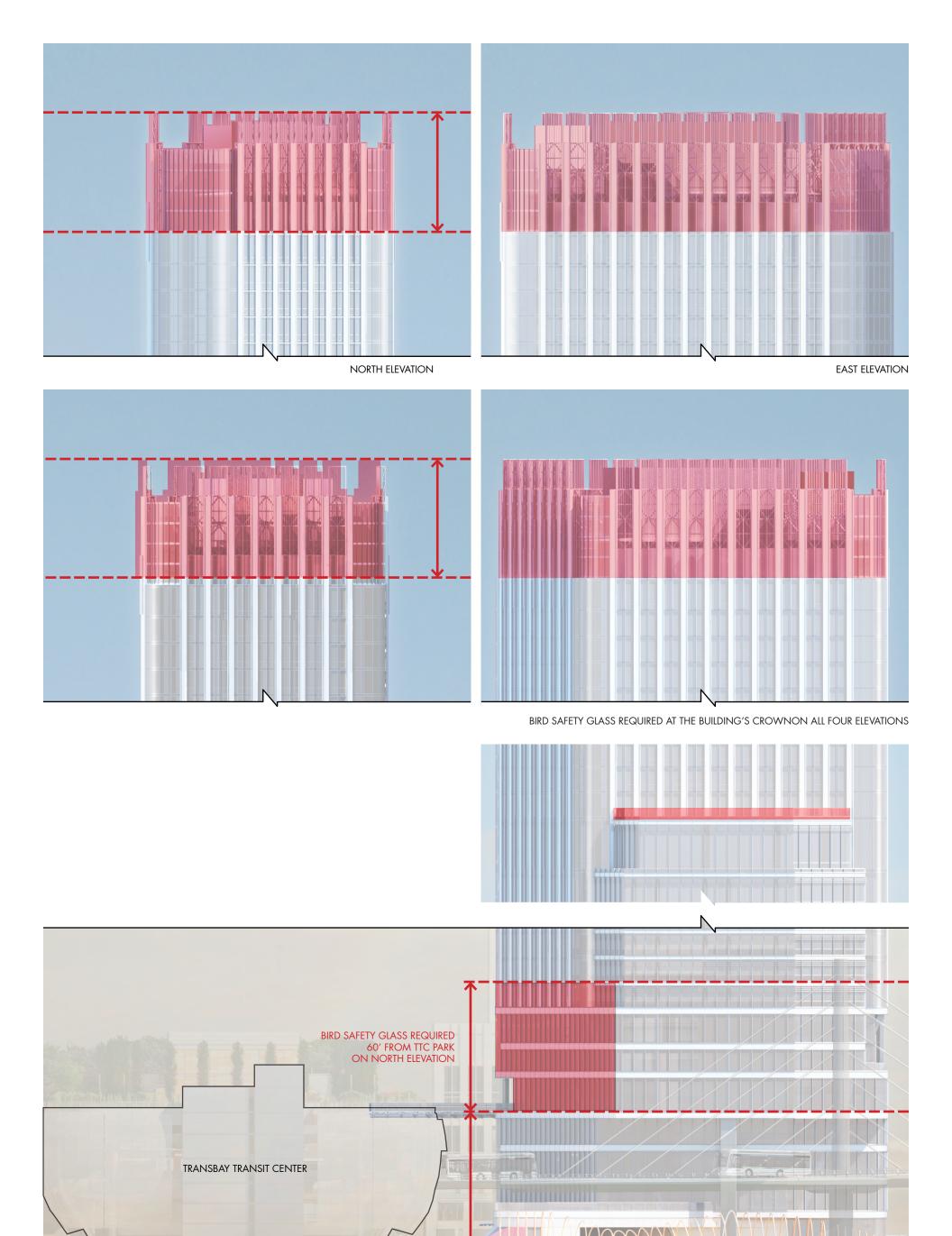




- $\hbox{-} STORM/SEWER, PG\&E VAULT \& INCOMING UTILITIES LIMIT THE POSSIBILITY OF PLANTING NEW TREES ALONG HOWARD ST.\\$
- PROPOSED TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJPA AND UTILITY COMPANIES





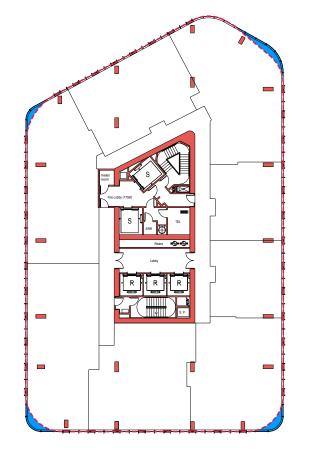


BIRD SAFETY GLAZING WILL BE PROVIDED ON ALL FEATURE RELATED HAZARDS NOT YET DETERMINED - PER SECTION 139 OF PLANNING CODE.

**COMPLIANCE WITH SECTION 139 CRITERIA** 

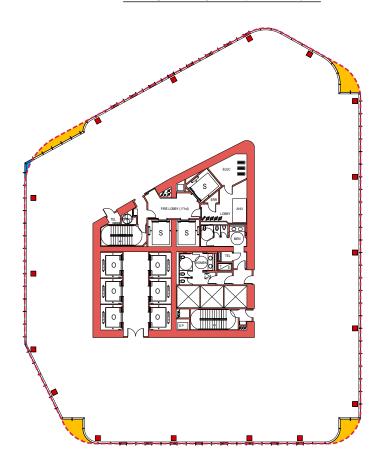
542-550 Howard Street, San Francisco, CA.

WEST ELEVATION



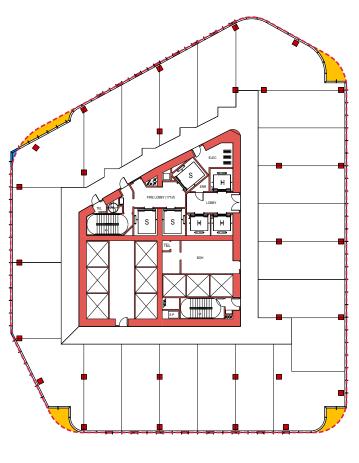
PREVIOUS FLOOR PLATE: 15,000 SF REVISED FLOOR PLATE: 15,305 SF 305 SF ADDITION PER FLOOR PLATE

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

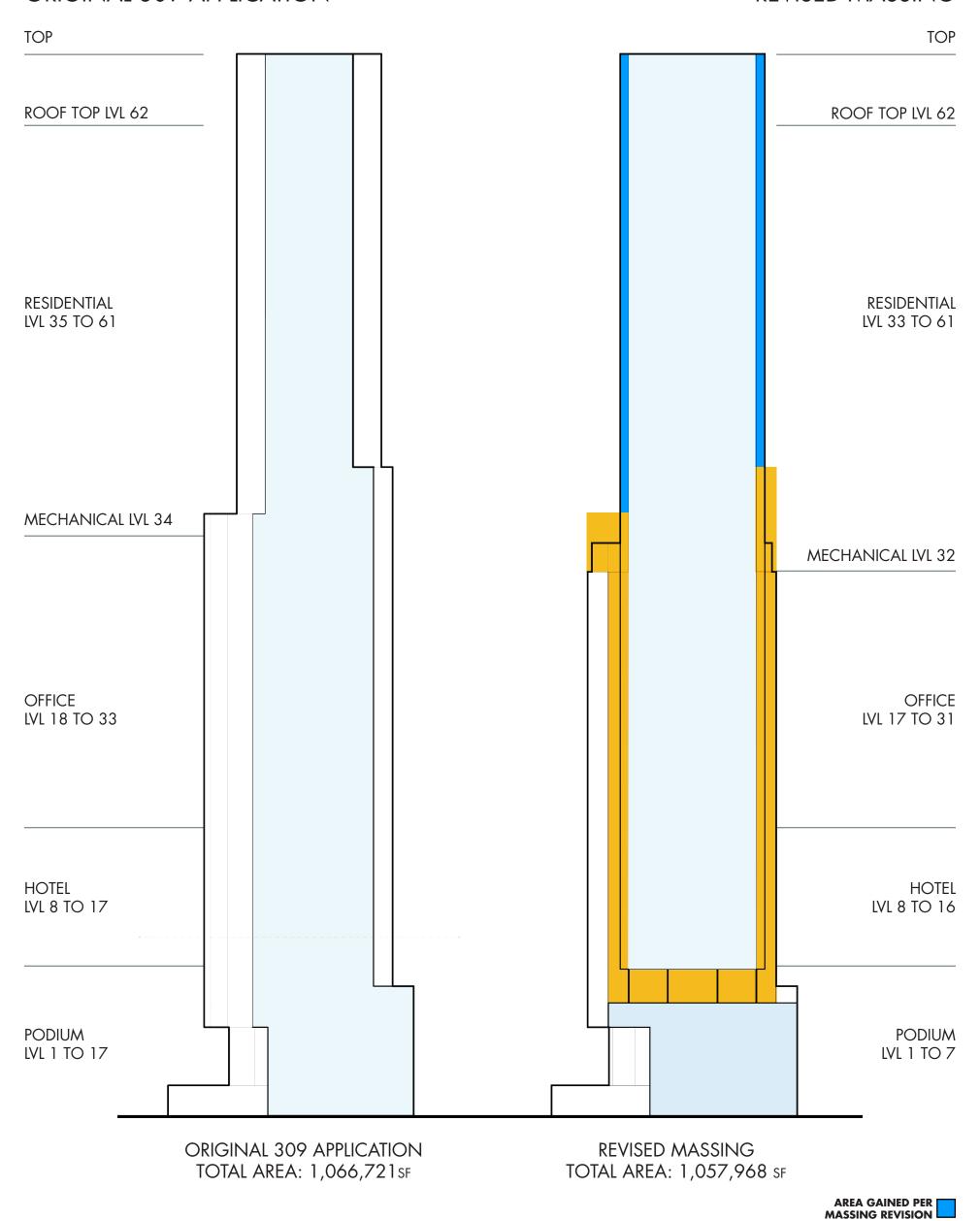
AREA GAINED PER MASSING REVISION

AREA LOSS PER MASSING REVISION

**Parcel F Tower** 

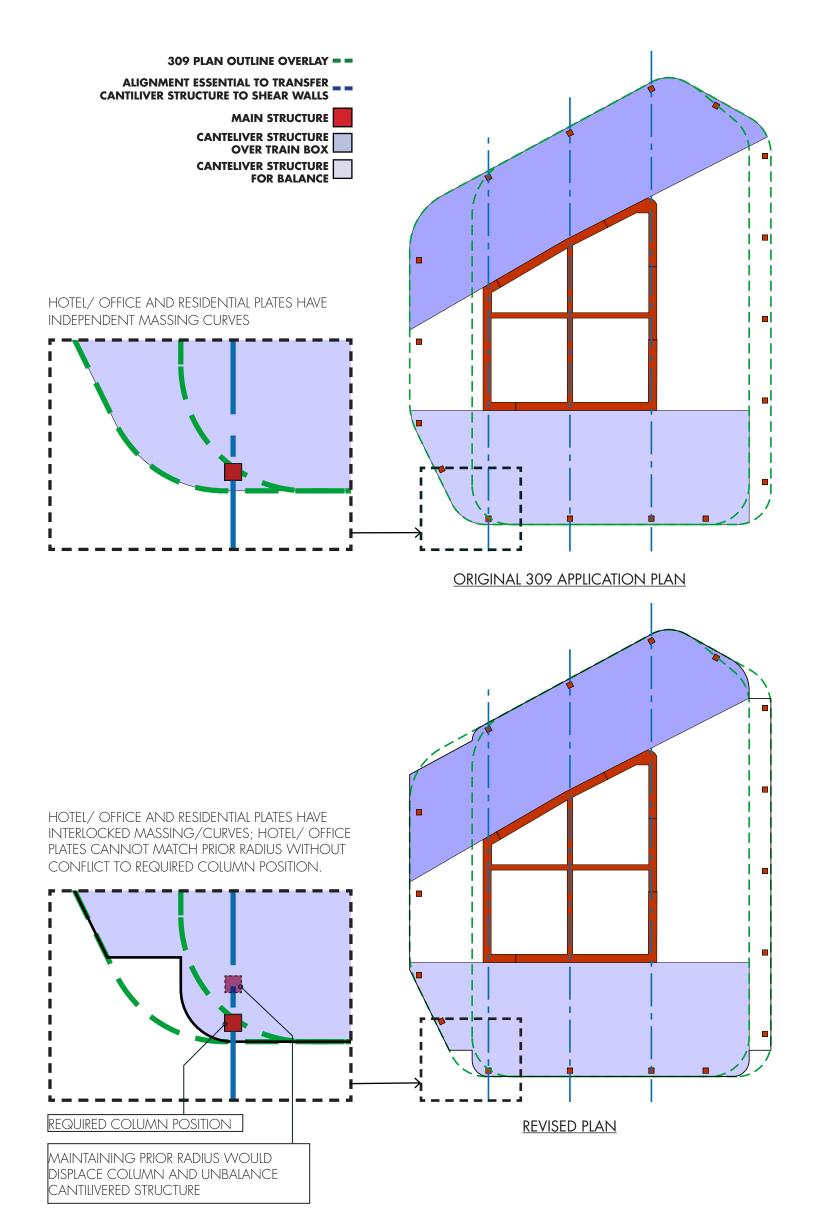
# ORIGINAL 309 APPLICATION

# **REVISED MASSING**



NET AREA LOSS: 8.753 SF

AREA LOSS PER

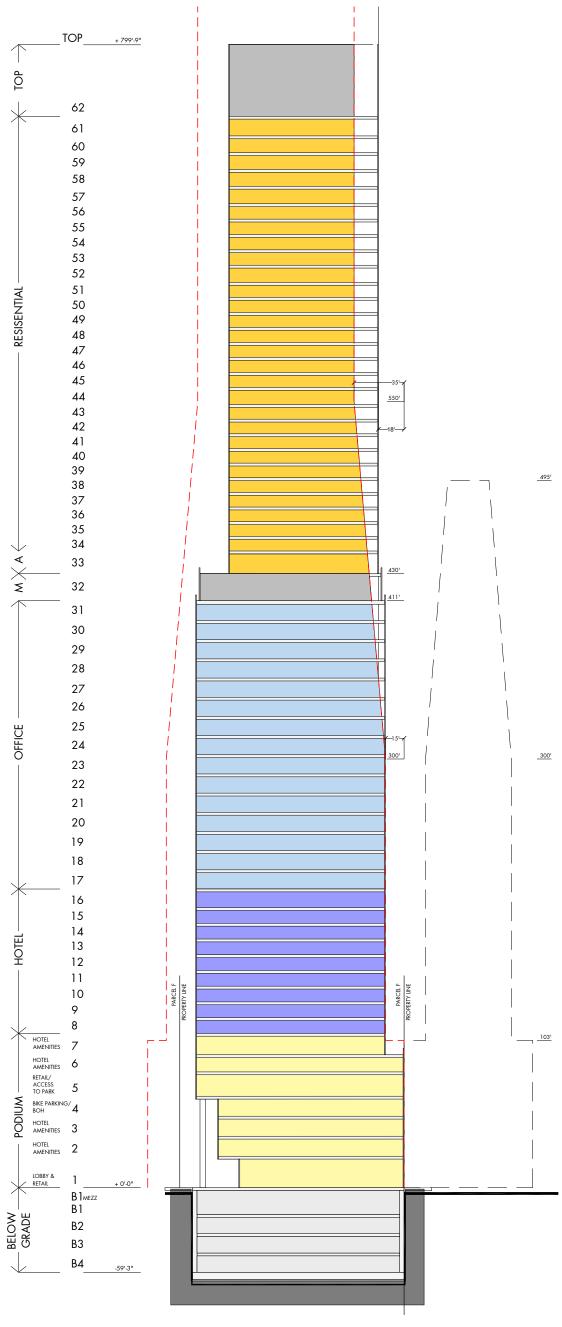


#### CONFLICT BETWEEN PREVIOUS CORNER RADIUS AND STRUCTURE

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.

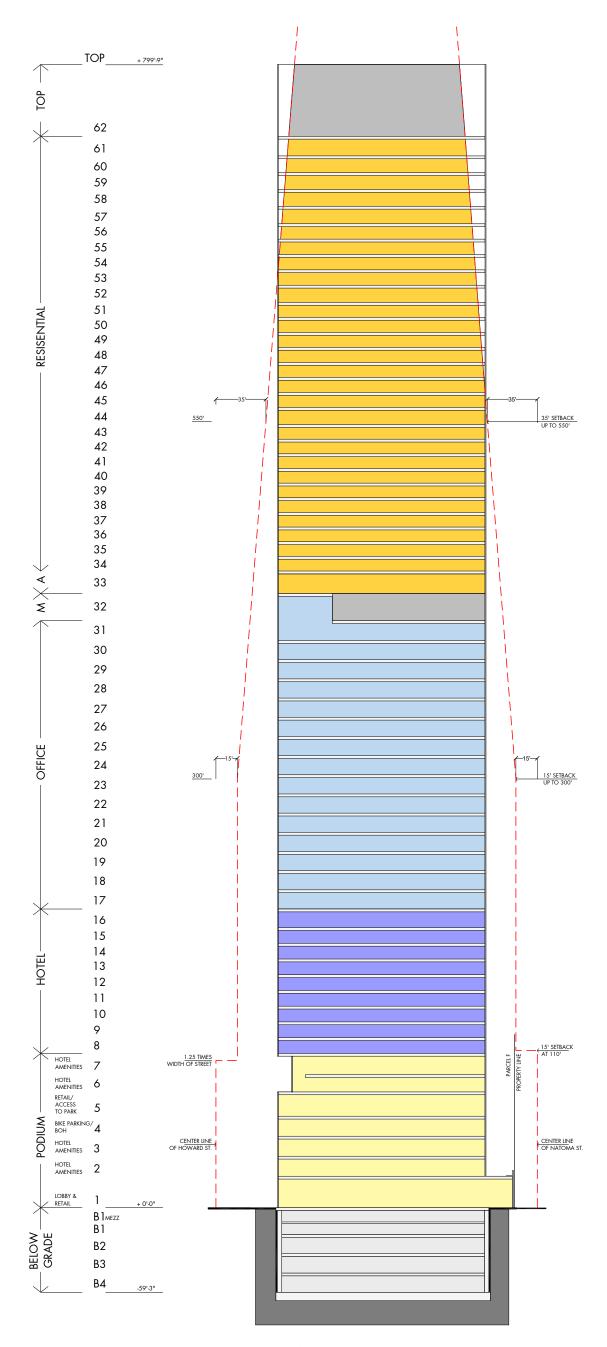
THE PROJECT'S MAJOR DESIGN FEATURES, DEVELOPED IN CONJUNCTION WITH UDAT STAFF, ALSO LIMIT THE ABILITY TO ADJUST FLOOR PLATE DIMENSIONS. SPECIFICALLY, THE DESIGN'S ICONIC VERTICALITY INTERLOCKS THE RESIDENTIAL PLATE (AND ITS MAJOR DIMENSIONS) WITH THE FLOOR PLATES BELOW, PRECLUDING INDEPENDENT ADJUSTMENT. 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** 



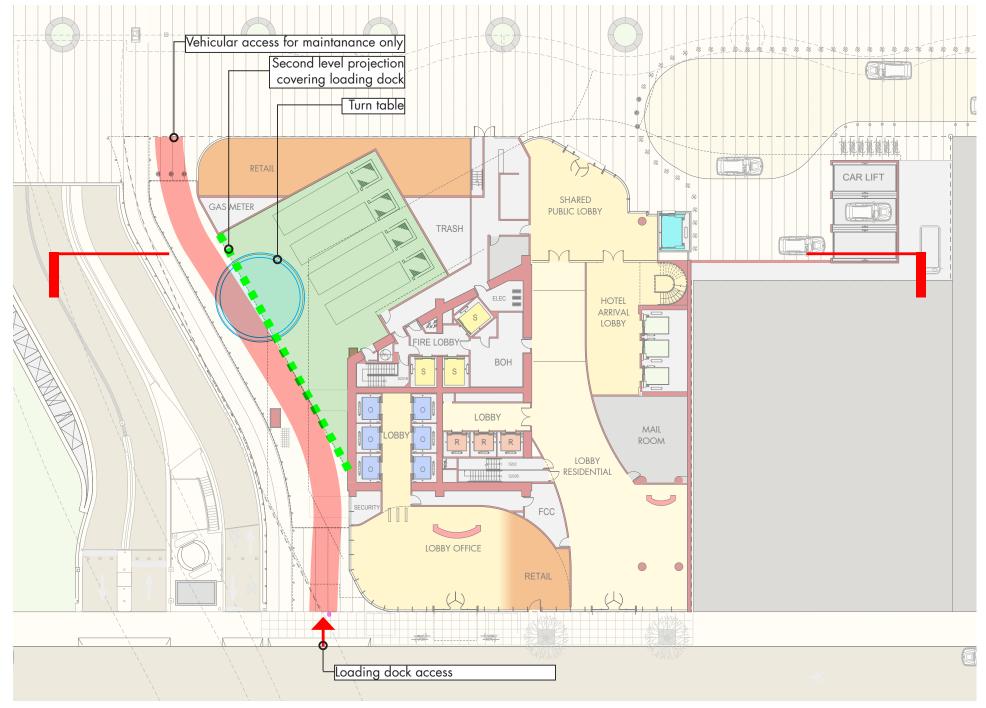
HOWARD ST. SETBACK

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

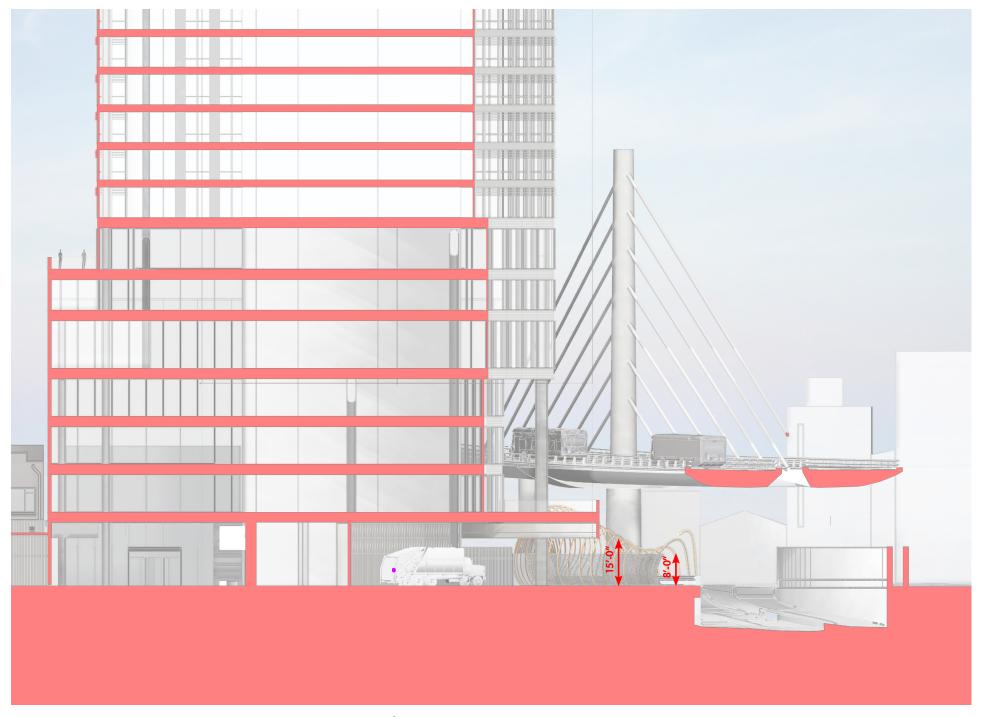
**SETBACKS** 



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



#### San Francisco Ethics Commission

25 Van Ness Avenue, Suite 220, San Francisco, CA 94102 Phone: 415.252.3100 . Fax: 415.252.3112 ethics.commission@sfgov.org . www.sfethics.org

Received On:

File #: 201386

Bid/RFP #:

1

#### **Notification of Contract Approval**

SFEC Form 126(f)4
(S.F. Campaign and Governmental Conduct Code § 1.126(f)4)

A Public Document

Each City elective officer who approves a contract that has a total anticipated or actual value of \$100,000 or more must file this form with the Ethics Commission within five business days of approval by: (a) the City elective officer, (b) any board on which the City elective officer serves, or (c) the board of any state agency on which an appointee of the City elective officer serves. For more information, see: <a href="https://sfethics.org/compliance/city-officers/contract-approval-city-officers">https://sfethics.org/compliance/city-officers/contract-approval-city-officers</a>

1. FILING INFORMATION	
TYPE OF FILING	DATE OF ORIGINAL FILING (for amendment only)
Original	v.
AMENDMENT DESCRIPTION – Explain reason for amendment	0

2. CITY ELECTIVE OFFICE OR BOARD		
OFFICE OR BOARD	NAME OF CITY ELECTIVE OFFICER	
Board of Supervisors	Members	

3. FILER'S CONTACT	
NAME OF FILER'S CONTACT	TELEPHONE NUMBER
Angela Calvillo	415-554-5184
FULL DEPARTMENT NAME	EMAIL
Office of the Clerk of the Board	Board.of.Supervisors@sfgov.org

4. CONTRACTING DEPARTMENT CONTACT		
NAME OF DEPARTMENTAL CONTACT		DEPARTMENT CONTACT TELEPHONE NUMBER
Leigh Lu	tenski	415 554-6679
FULL DEPARTMENT NAME		DEPARTMENT CONTACT EMAIL
021	Office of Economic and Workforce Develo	leigh.lutenski@sfgov.org

5. CONTRACTOR			
NAME OF CONTRACTOR		TELEPHONE NUMBER	
Parcel F Owner LLC		4159826200	
STREET ADDRESS (including City, State and Zip Code)		EMAIL	
101 California St, Ste 1000, San Francisco, CA	94111		
6. CONTRACT			
DATE CONTRACT WAS APPROVED BY THE CITY ELECTIVE OFFICER(S)	ORIGINAL BID/	RFP NUMBER	FILE NUMBER (If applicable) 201386
P <sub>C</sub>			201360
DESCRIPTION OF AMOUNT OF CONTRACT			
n/a			
NATURE OF THE CONTRACT (Please describe)			
Development Agreement with the City and County			
	40		
	G		
		6	
		~X,	
		<b>'</b> Q	
STORRE			
7. COMMENTS			
8. CONTRACT APPROVAL			
This contract was approved by:			
THE CITY ELECTIVE OFFICER(S) IDENTIFIED ON THIS FORM			
A BOARD ON WHICH THE CITY ELECTIVE OFFICER(S) SERVES			
Board of Supervisors			
THE BOARD OF A STATE AGENCY ON WHICH AN APPOINTEE OF	THE CITY ELECTIV	/E OFFICER(S) II	DENTIFIED ON THIS FORM SITS

#### 9. AFFILIATES AND SUBCONTRACTORS

List the names of (A) members of the contractor's board of directors; (B) the contractor's principal officers, including chief executive officer, chief financial officer, chief operating officer, or other persons with similar titles; (C) any individual or entity who has an ownership interest of 10 percent or more in the contractor; and (D) any subcontractor listed in the bid or contract.

		I	
#	LAST NAME/ENTITY/SUBCONTRACTOR	FIRST NAME	ТҮРЕ
1	F4 Transbay Partners LLC		Other Principal Officer
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3		TO .	
4		Y	
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#### 9. AFFILIATES AND SUBCONTRACTORS

List the names of (A) members of the contractor's board of directors; (B) the contractor's principal officers, including chief executive officer, chief financial officer, chief operating officer, or other persons with similar titles; (C) any individual or entity who has an ownership interest of 10 percent or more in the contractor; and (D) any subcontractor listed in the bid or contract.

	contract.				
#	LAST NAME/ENTITY/SUBCONTRACTOR	FIRST NAME	ТҮРЕ		
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22					
23		70%			
24		30			
25		S.			
26		9,			
27		9	Č,		
28			70		
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35					
36					
37					
38					

# 9. AFFILIATES AND SUBCONTRACTORS List the names of (A) members of the contractor's board of directors; (B) the contractor's principal officers, including chief executive officer, chief financial officer, chief operating officer, or other persons with similar titles; (C) any individual or entity who has an ownership interest of 10 percent or more in the contractor; and (D) any subcontractor listed in the bid or contract. LAST NAME/ENTITY/SUBCONTRACTOR **FIRST NAME** TYPE 39 40 41 42 43 44 45 46 47 48 49 50 Check this box if you need to include additional names. Please submit a separate form with complete information. Select "Supplemental" for filing type. **10. VERIFICATION** I have used all reasonable diligence in preparing this statement. I have reviewed this statement and to the best of my knowledge the information I have provided here is true and complete.

# I have used all reasonable diligence in preparing this statement. I have reviewed this statement and to the best of my knowledge the information I have provided here is true and complete. I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct. SIGNATURE OF CITY ELECTIVE OFFICER OR BOARD SECRETARY OR CLERK BOS Clerk of the Board

#### **BOARD of SUPERVISORS**



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

# NOTICE OF PUBLIC HEARING LAND USE AND TRANSPORTATION COMMITTEE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

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

Date: February 22, 2021

Time: 1:30 p.m.

Location: REMOTE MEETING VIA VIDEOCONFERENCE

Watch: www.sfgovtv.org

Watch: SF Cable Channel 26, 78 or 99 (depending on provider) Public Comment Call-In: <a href="https://sfbos.org/remote-meeting-call">https://sfbos.org/remote-meeting-call</a>

**Subject:** File No. 201385. Ordinance amending the Planning Code and

Zoning Map to rezone and reclassify a portion of the 542-550 Howard Street project site (Assessor's Parcel Block No. 3721, Lot Nos. 016, 135, 136, and 138, also known as Transbay Parcel F) and as shown on Figure 1 of the Transit Center District Plan, specifically to rezone a portion of the project site from the split P (Public) District/C-3-O (SD) to the C-3-O (SD) Downtown Office Special Development District and to reclassify the height and bulk district designations for a portion of the project site; waiving certain provisions of the Planning Code to allow the project to satisfy its affordable housing requirement through payment of an in-lieu affordable housing fee to the Office of

Community Investment and Infrastructure for use within the Transbay Redevelopment Project Area, to modify timing for payment of fees, and to permit the footprint of the portion of the project site dedicated to dwellings to exceed 15,000 square feet; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public necessity, convenience,

and welfare under Planning Code, Section 302.

Land Use and Transportation Committee Board of Supervisors Hearing Notice - Board File Nos. 201385 and 201386 Page 2

File No. 201386. Ordinance approving a Development Agreement between the City and County of San Francisco and Parcel F Owner, LLC, for certain real property, known as 542-550 Howard Street (Assessor's Parcel Block No. 3721, Lot Nos. 016, 135, 136, and 138, also known as Transbay Parcel F), located in the Transbay Redevelopment Project Area, consisting of four parcels located on the north side of Howard Street, between 1st and 2nd Streets; waiving certain provisions of Administrative Code, Chapter 56; adopting findings under the California Environmental Quality Act; and making findings of conformity with the General Plan, and the eight priority policies of Planning Code, Section 101.1(b), and findings of public necessity, convenience, and general welfare under Planning Code, Section 302.

On March 17, 2020, the Board of Supervisors authorized their Board and Committee meetings to convene remotely and allow for remote public comment due to the Coronavirus -19 pandemic. Therefore, Board of Supervisors meetings that are held through videoconferencing will allow remote public comment. Visit the SFGovTV website (<a href="https://www.sfgovtv.org">www.sfgovtv.org</a>) to stream the live meetings or watch them on demand.

Please visit the Board's website (<a href="https://sfbos.org/city-board-response-covid-19">https://sfbos.org/city-board-response-covid-19</a>) regularly to be updated on the City's response to COVID-19 and how the legislative process may be impacted.

#### PUBLIC COMMENT CALL-IN

**WATCH:** SF Cable Channel 26, 78 or 99 (depending on your provider) once the meeting starts, and the telephone number and access code will be displayed on the screen: or

**VISIT:** <a href="https://sfbos.org/remote-meeting-call">https://sfbos.org/remote-meeting-call</a>

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on these matters may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in these matters and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (board.of.supervisors@sfgov.org). Information relating to this matter is available in the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (https://sfbos.org/legislative-research-center-lrc). Agenda information relating to this matter will be available for public review on Friday, February 19, 2021.

Land Use and Transportation Committee Board of Supervisors Hearing Notice - Board File Nos. 201385 and 201386 Page 3

For any questions about this hearing, please contact Erica Major, the Clerk of the Land Use and Transportation Committee:

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

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

Angela Calvillo

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

em:lw:ams

DATED/PUBLISHED/MAILED/POSTED: February 12, 2021

# **Introduction Form**

By a Member of the Board of Supervisors or Mayor

Time stamp or meeting date

I hereby submit the following item for introduction (select only one):	or meeting date
<ul> <li>✓ 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amend</li> </ul>	lment).
2. Request for next printed agenda Without Reference to Committee.	. ,
3. Request for hearing on a subject matter at Committee.	
	"
4. Request for letter beginning: "Supervisor	inquiries"
5. City Attorney Request.	
6. Call File No. from Committee.	
7. Budget Analyst request (attached written motion).	
8. Substitute Legislation File No.	
9. Reactivate File No.	
10. Topic submitted for Mayoral Appearance before the BOS on	
Please check the appropriate boxes. The proposed legislation should be forwarded to the	
Small Business Commission	es Commission
Planning Commission Building Inspection Comm	mission
Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Im	perative Form.
Sponsor(s):	
Haney	
Subject:	
Development Agreement - Parcel F Owner, LLC - 542-550 Howard Street Transbay Rede	evelopment Project Area
The text is listed:	
Ordinance approving a Development Agreement between the City and County of San Francisco County of San	721, Lots 016, 135, 136, act Area, consisting of four certain provisions of Quality Act; and making ode, Section 101.1(b), and
Signature of Sponsoring Supervisor: MATT HANEY	
For Clerk's Use Only	