



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: January 9, 2017
TO: Daniel Esdorn, Hines
FROM: Mark Luellen, Planning Department
RE: PPA Case No. 2016-013312PA for 542-550 Howard Street

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

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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Tina Chang, at (415) 575-9197 or tina.chang@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.

A handwritten signature in black ink, appearing to be "Mark Luellen", written over a horizontal line.

Mark Luellen, Senior Planner



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: January 9, 2017
Case No.: **2016-013312PPA**
Project Address: 542-550 Howard Street
Block/Lot: 3721/015A, 031, 016
Zoning: C-3-O (SD)
Transbay C3 SUD
Transit Center C-3-O (SD) SUD
750-S / 450-S
Area Plan: Transbay
Transit Center District
Downtown
Project Sponsor: Cameron Falconer, Hines
101 California Street, Suite 1000
San Francisco, CA 94111
Cameron.falconer@hines.com
Staff Contact: Tina Chang – 415.575.9197
tina.chang@sfgov.org

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DISCLAIMERS:

This Preliminary Project Assessment (PPA) letter provides feedback to the project sponsor from the Planning Department regarding the proposed project described in the PPA application submitted on June 19, 2015, as summarized below. This PPA letter identifies Planning Department review requirements for the proposed project, including those related to environmental review, approvals, neighborhood notification and public outreach, the Planning Code, project design, and other general issues of concern for the project. Please be advised that the PPA application does not constitute an application for development with the Planning Department. The PPA letter also does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not in any way supersede any required Planning Department approvals listed below.

The Planning Department may provide additional comments regarding the proposed project once the required applications listed below are submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, it is likely that the project will require approvals from other City agencies such as the Department of Building Inspection, Public Works, the Municipal Transportation Agency, Department of Public Health, San Francisco Public Utilities Commission, and others. The information included herein is based on the PPA application and plans, the Planning Code, General Plan, Planning Department policies, and local/state/federal regulations as of the date of this document, all of which are subject to change.

PROJECT DESCRIPTION:

The proposal is the new construction of an approximately 991,837 square foot 64-story, 800-foot-tall, mixed-use tower with 13 floors of hotel use containing approximately 250 guest rooms, 16 floors of office, 27 residential floors containing approximately 200 units, 2 mechanical floors, 6 floors of shared amenity space and a 4-level subterranean garage accessed from Natoma Street via car elevators. The ground floor of the Project includes lobbies for the hotel, office and residential uses, retail uses along Natoma Street (adjacent to the Transbay Transit Center), and publicly accessible open space, as well as a pedestrian bridge connection to the Transbay Transit Center's rooftop park. Four off-street loading spaces are located on the ground floor with access from an existing bridge maintenance easement driveway reserved by the TJPA along the western boundary of the site. The bridge easement area and the train box located beneath the northwest portion of the site restrict the area of the site that can be vertically developed.

BACKGROUND:

The proposed project is located within the Transit Center District Plan (Plan) area which was evaluated in the *Transit Center District Plan Final Environmental Impact Report* (TCDP FEIR), certified in 2012.¹ The height limit applicable to the site is 750 feet, thus the proposal appears to conform to allowable height limit. A discussion of bulk limits is included below under "Preliminary Project Comments."

Potentially significant project environmental impacts that were identified in and pertinent mitigation measures and CEQA findings from the Transit Center District Plan FEIR that may be applicable to the proposed project are available for review as part of the TCDP FEIR Mitigation Monitoring and Reporting Program MMRP) at: <http://www.sfplanning.org/index.aspx?page=1893>.

ENVIRONMENTAL REVIEW:***Initial Study – Community Plan Evaluation***

Section 15183 of the California Environmental Quality Act (CEQA) Guidelines states that projects that are consistent with the development density established by a community plan for which an environmental impact report (EIR) was certified do not require additional environmental review, except as necessary to determine the presence of project-specific significant effects not identified in the programmatic plan area EIR.

As discussed above, the proposed project is located within the Transit Center District Plan Area, which was evaluated in the Transit Center District Plan FEIR. If the proposed project is consistent with the development density identified in the applicable area plan in place at the time project approvals are sought, it would be eligible for a community plan evaluation (CPE). Please note that a CPE is a type of exemption from environmental review, and cannot be modified to reflect changes to a project after approval. Proposed increases beyond the CPE project description in project size or intensity after project approval will require reconsideration of environmental impacts and issuance of a new CEQA determination.

¹ Available for review on the Planning Department's Area Plan EIRs web page, <http://sf-planning.org/area-plan-eirs>.

Pursuant to CEQA, the proposed project is likely to qualify for a Community Plan Exemption (CPE) under the Transit Center District Plan, provided the project is compliant with the development density (Planning Code zoning and density designations) established by that Plan.

Within the CPE process, there can be three different environmental documentation outcomes as follows:

- 1. CPE Only.** All potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in the applicable PEIR, and there would be no new “peculiar” significant impacts unique to the proposed project. In these situations, all pertinent mitigation measures and CEQA findings from the applicable PEIR are applied to the proposed project, and an initial study-community plan evaluation (IS-CPE) and certificate of determination are prepared. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,427) and (b) the CPE certificate fee (currently \$8,005).
- 2. Mitigated Negative Declaration.** If new site- or project-specific significant impacts are identified for the proposed project that were not identified in the applicable PEIR, and if these new significant impacts can be mitigated to a less-than-significant level, then a focused mitigated negative declaration is prepared to address these impacts, and a supporting IS-CPE is prepared to address all other impacts that were encompassed by the applicable PEIR, with all pertinent mitigation measures and CEQA findings from the applicable PEIR also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,427) and (b) the standard environmental evaluation fee (which is based on construction value).
- 3. Focused EIR.** If any new site- or project-specific significant impacts cannot be mitigated to a less-than-significant level, then a focused EIR is prepared to address these impacts, and a supporting IS-CPE is prepared to address all other impacts that were encompassed by the applicable PEIR, with all pertinent mitigation measures and CEQA findings from the applicable PEIR also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,427); (b) the standard environmental evaluation fee (which is based on construction value); and (c) one-half of the standard EIR fee (which is also based on construction value). An EIR must be prepared by an environmental consultant from the Planning Department’s environmental consultant pool. The Planning Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

Formal environmental review begins with Planning Department review of the **Environmental Evaluation Application (EEA)** filed by the project sponsor. The EEA can be submitted at the same time as the PPA application or subsequent to issuance of the PPA letter.

An **Environmental Evaluation Application (EEA)** for the proposal is required to be filed by the project sponsor. The environmental review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted. **Note that until an entitlement application is submitted to the Current Planning Division, only the proposed Project Description will be reviewed by the assigned Environmental Coordinator.** EEAs are available in the Planning

Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at www.sfplanning.org under the “Publications” tab. See “Environmental Applications” on page 2 of the current Fee Schedule for a calculation of environmental application fees.²

A detailed and accurate description of the proposed project is essential for adequate environmental review. Please update the EEA project description as necessary to reflect feedback provided in this PPA letter, and include any additional documents requested herein. If you have already filed your EEA, you may provide the requested information and documents as supplements to your application.

Below is a list of topic areas addressed through the environmental review process. Some topics would require additional study based on the preliminary review of the project as it is proposed in the PPA application.

1. **Historic Resources.** The subject property is a vacant lot. The property is located within the Transit Center District Historic Resource Survey area and is not located within a historic district. Therefore, the property is not subject to review by the Department’s Historic Preservation staff and no additional analysis of historic architectural resources is required.
2. **Archeological Resources.** Removal of the existing surface parking lot and construction of the proposed project would involve demolition, excavation, grading, and foundation work. The TCDP FEIR evaluated the potential for the proposed project to impact archeological resources, determining that the project has a moderate potential to impact, or discover during construction, intact prehistoric archeological deposits and concluded that development within the plan area could result in a significant impact to archeological resources. The TCDP FEIR determined that any such resources affected by the project would most likely be preserved in Late Holocene dune deposits between 12 to 30 feet below grade or at the interface of the bay mud and Colma Formation, between 45 to 55 feet below grade. According to data in the PPA application, the project would require excavation to up to 70 feet below ground surface for the project’s foundation.

The TCDP FEIR identified **Mitigation Measure MCP-1: Subsequent Archeological Testing Program**, which would reduce impacts to archeological resources to less-than-significant levels. TCDP FEIR Mitigation Measure M-CP-1 requires an in-house preliminary archeological review to determine the archeological sensitivity of the proposed project site. If the project site is determined to be archeologically sensitive, the Planning Department will likely require an archeological testing and monitoring program to be undertaken by a consultant listed on the Department’s Archeological Consultant Pool. Please coordinate with the case planner when assigned to confirm the approach to archeological work and whether an archeologist from the Department’s Archeological Consultant Pool would be required. The Planning Department’s list of approved archeological consultants is available at: [http://www.sf-planning.org/ftp/files/MEA/Archeological Review consultant pool.pdf](http://www.sf-planning.org/ftp/files/MEA/Archeological%20Review%20consultant%20pool.pdf)

3. **Transportation.** Based on the Planning Department’s Transportation Impact Analysis Guidelines for Environmental Review,³ the project would require additional transportation analysis to determine

² San Francisco Planning Department. *Schedule for Application Fees*. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=513>.

³ This document is available at: <http://www.sf-planning.org/index.aspx?page=1886>.

whether the project may result in a significant impact. Therefore, the Planning Department requires that a consultant listed in the Planning Department's Transportation Consultant Pool prepare a Transportation Impact Study. You are required to pay additional fees for the study; please contact Virnaliza Byrd at (415) 575-9025 to arrange payment. Once you pay the fees, please contact Manoj Madhavan at (415) 575-9095 or manoj.madhavan@sfgov.org so that he can provide you with a list of three consultants from the pre-qualified Transportation Consultant Pool. Upon selection of a transportation consultant, the Department will assign a transportation planner who will direct the scope of the consultant-prepared study.

Planning staff have reviewed the proposed site plans and have the following requests and recommendations, some of which address the safety of persons walking and cycling to and from project site and vicinity:

- The TIS shall study a code-compliant variant that would assume provision for all required off-street loading spaces;
 - The TIS shall study a variant for garage/vehicle access off of Howard Street as well as off of Natoma Street;
 - The project applicant shall confirm the metrics and descriptive elements of the project's program (land uses, square footages, numbers and sizes of dwelling units, etc.) that are required in order for the Planning Department to make a final transportation study determination;
 - The project's plans should include dimensions of existing and proposed sidewalk widths;
 - The project's plans should include dimensions of existing and proposed curb cuts;
 - The applicant shall submit a streetscape plan;
 - The applicant shall clarify parking access and number of existing and proposed spaces on plans;
 - The applicant shall anticipate responding to data requests and coordinating transportation review, lead by the Planning Department, with agencies such as the SFMTA, Caltrans and the TJPA.
4. **Noise.** *Transit Center District Plan and Transit Tower EIR Noise Mitigation Measure M-NO-1d: Mechanical Equipment Noise Standard* and *Noise Mitigation Measure M-NO-1e: Interior Mechanical Equipment* would also apply to the proposed project. These mitigation measures require the identification of both rooftop and interior mechanical equipment and evaluation of potential noise impacts on residential uses. The measures aim to achieve the maximum feasible reduction of building equipment noise in the final project design.

Transit Center District Plan and Transit Tower PEIR Noise Mitigation Measure M-NO-2a: Noise Control Measures During Pile Driving applies to any project within the Transit Center District Plan Area that requires pile driving. This mitigation measure requires the adoption of feasible site-specific noise attenuation measures, including the use of "quiet" pile-driving technology, and the monitoring of their effectiveness. Project sponsors shall also require contractors to schedule pile-driving activity for times of the day that would minimize disturbance to neighboring uses.

If the project would generate new sources of toxic air contaminants including, but not limited to: diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Given the proposed project's height of 806 feet, the proposed project would likely require a backup diesel generator. Please provide detailed information, including specifications, of the generator and any other proposed stationary sources, with the EEA.

Transit Center District Plan and Transit Tower PEIR Noise Mitigation Measure M-NO-2b: General Construction Noise Measures would also apply to the project. This measure calls on the project sponsor to minimize construction noise to the maximum extent feasible, and requires, among other measures, the best available noise control techniques for equipment and vehicles, the location of stationary noise sources (such as compressors) as far from sensitive receptors as possible, the construction of barriers around some noise sources, and the use of hydraulically or electrically powered impact tools. The project sponsor must develop a list of measures to respond to and track noise complaints for the Department of Building Inspection (DBI) to approve, and, prior to the issuance of a building permit, notify neighbors of the complaint process and provide an on-site informational posting. The project sponsor shall also be required to participate in any City-sponsored area program to reduce the effects of construction noise, per *Transit Center District Plan and Transit Tower PEIR Noise Mitigation Measure M-C-NO: Cumulative Construction Noise Control Measures*.

5. **Air Quality.** The proposed project's 250 guest rooms, in combination with its 200 dwelling units may exceed the Bay Area Air Quality Management District's (BAAQMD) construction screening levels for criteria air pollutants.⁴ Therefore, an analysis of the project's criteria air pollutant emissions is likely to be required. Please provide detailed information related to construction equipment, phasing and duration of each phase, and volume of excavation as part of the EEA.

In addition, project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the proposed project will be required to adhere to the dust control requirements set forth in the Construction Dust Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6. The proposed project is also required to prepare a Construction Dust Control Plan for review and approval by DPH.

The project site is also located within an Air Pollutant Exposure Zone, as mapped and defined by Health Code, Article 38. The Air Pollutant Exposure Zone identifies areas with poor air quality based on modeling of air pollution, exposures, and health vulnerability from mobile, stationary, and area source emissions within San Francisco. The project proposes to construct new sensitive land uses (i.e., residential), which are subject to enhanced ventilation measures pursuant to Health Code Article 38. The project sponsor will be required to submit an Article 38 application to DPH prior to the issuance of any environmental determination. Please provide a copy of the Article 38 application with the EEA.⁵ In addition, equipment exhaust measures during construction, such as those listed in *Transit Center District Plan and Transit Tower PEIR Mitigation Measure M-AQ-4a: Construction Vehicle Emissions*

⁴ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, Chapter 3.

⁵ Refer to <http://www.sfdph.org/dph/eh/Air/default.asp> for more information.

Minimization and Mitigation Measure M-AQ-5: Construction Vehicle Emissions Evaluation and Minimization will likely be required.

If the project would generate new sources of toxic air contaminants including, but not limited to: diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Given the proposed project's height of 806 feet, the proposed project would likely require a backup diesel generator.

Please provide detailed information, including specifications, of the generator and any other proposed stationary sources, with the EEA.

6. **Greenhouse Gases.** *The City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy. Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist.⁶ The project sponsor is required to submit the completed table regarding project compliance with the identified regulations and provide project-level details in the discussion column. This information will be reviewed by the environmental planner during the environmental review process to determine if the project would comply with San Francisco's Greenhouse Gas Reduction Strategy. Projects that do not comply with an ordinance or regulation may be determined to be inconsistent with the Greenhouse Gas Reduction Strategy.
7. **Shadow.** The proposed project would result in construction of a building greater than 40 feet in height. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project could cast shadows on a variety of open spaces, both public and private, including the City Park currently under construction atop the Transbay Terminal, the future Transbay Park, Union Square, Maritime Plaza, Willie "Woo Woo" Wong Playground Union Square, and Maritime Plaza as well as number of existing Privately Owned Public Open Spaces (POPOS). The project sponsor is therefore required to hire a qualified consultant to prepare a detailed shadow study. The consultant must submit a Shadow Study Application, which can be found on the Planning Department's website (<http://www.sfplanning.org/Modules/ShowDocument.aspx?documentid=539>). A separate fee is required. The consultant must also prepare a proposed scope of work for review and approval by Environmental Planning staff prior to preparing the analysis.
8. **Geology.** The project site is located within a Seismic Hazard Zone (Liquefaction Hazard Zone likely underlain by artificial fill). Any new construction on the site is therefore subject to a mandatory Interdepartmental Project Review.⁷ A geotechnical study prepared by a qualified consultant must be submitted with the EEA. The study should address whether the site is subject to liquefaction, and should provide recommendations for any geotechnical concerns identified in the study. In general,

⁶ Refer to <http://sf-planning.org/index.aspx?page=1886> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

⁷ San Francisco Planning Department. *Interdepartmental Project Review*. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=522>.

compliance with the building codes would avoid the potential for significant impacts related to structural damage, ground subsidence, liquefaction, landslides, and surface settlement. To assist Planning Department staff in determining whether the project would result in environmental impacts related to geological hazards, it is recommended that you provide a copy of the geotechnical information with boring logs for the proposed project. This study will also help inform the Planning Department Archeologist of the project site's subsurface geological conditions.

9. **Stormwater Management.** Prior to issuance of a building permit, the project sponsor is required to prepare and submit a Stormwater Control Plan (SCP) to the SFPUC Wastewater Enterprise, Urban Watershed Management Program. The SCP shall demonstrate compliance with the City's Stormwater Design Guidelines. The project's environmental evaluation would generally evaluate how and where the implementation of required stormwater management and low-impact design approaches would reduce potential negative effects of stormwater runoff. This may include environmental factors such as the natural hydrologic system, City sewer collection system, and receiving body water quality. For more information on the SFPUC's stormwater management requirements see <http://stormwater.sfwater.org>.
10. **Hazardous Materials.** The proposed project would require excavation to a depth of 70 feet in some areas which would disturb more than 50 cubic yards of soil which is thought to be artificial fill. In addition, per the Planning Department GIS database, there are two Leaking Underground Storage Tank (LUST) Sites on the project site. The status of cleanup activities (if any) at these sites is unknown. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance. The Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH), requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, soil and/or groundwater sampling and analysis, as well as remediation of any site contamination, may be required. These steps are required to be completed prior to the issuance of any building permit.

DPH requires that projects subject to the Maher Ordinance complete a Maher Application, available at: <http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp>. Fees for DPH review and oversight of projects subject to the ordinance would apply. Please refer to DPH's fee schedule, available at: <http://www.sfdph.org/dph/EH/Fees.asp#haz>. Please provide a copy of the submitted Maher Application and Phase I ESA with the EEA.

11. **Tree Planting and Protection.** The Department of Public Works Code Section 8.02-8.11 requires disclosure and protection of landmark, significant, and street trees located on private and public property. Any such trees must be shown on the site plans with the size of the trunk diameter, tree height, and accurate canopy drip line. Please submit the Tree Planting and Protection Checklist with the EEA and ensure that trees are appropriately shown on site plans. Also see the comments below under "Street Trees."
12. **Disclosure Report for Developers of Major City Projects.** The San Francisco Ethics Commission S.F. Camp. & Govt. Conduct Code § 3.520 et seq. requires developers to provide the public with

information about donations that developers make to nonprofit organizations that may communicate with the City and County regarding major development projects. This report must be completed and filed by the developer of any "major project." A major project is a real estate development project located in the City and County of San Francisco with estimated construction costs exceeding \$1,000,000 where either: (1) The Planning Commission or any other local lead agency certifies an EIR for the project; or (2) The project relies on a program EIR and the Planning Department, Planning Commission, or any other local lead agency adopts any final environmental determination under CEQA. A final environmental determination includes: the issuance of a Community Plan Exemption (CPE); certification of a CPE/EIR; adoption of a CPE/Final Mitigated Negative Declaration; or a project approval by the Planning Commission that adopts CEQA Findings. (In instances where more than one of the preceding determinations occur, the filing requirement shall be triggered by the earliest such determination.) A major project does not include a residential development project with four or fewer dwelling units. The first (or initial) report must be filed within 30 days of the date the Planning Commission (or any other local lead agency) certifies the EIR for that project or, for a major project relying on a program EIR, within 30 days of the date that the Planning Department, Planning Commission, or any other local lead agency adopts a final environmental determination under CEQA. Please submit a Disclosure Report for Developers of Major City Projects to the San Francisco Ethics Commission. This form can be found at the Planning Department or online at <http://www.sfethics.org>.

PLANNING DEPARTMENT APPROVALS:

The project requires the following Planning Department approvals. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed.

1. **Legislative Amendments** will be required for the project since portions of the site zoned as a 450-S height and Bulk District are proposed to exceed the permitted height. Additionally, only unoccupied building features may exceed a height of 750-feet, provided that criteria per Section 260(b)(1)(M)(i) and (ii) are met. Should the proposal change such that occupied floor areas exceed the maximum height of 750-feet, a legislative amendment would be required for the subject height increase.
2. **Permit Review in C-3 Districts** from the Planning Commission is required per Planning Code Section 309 for the new construction of development greater than 75 feet in height and greater than 50,000 gross square feet, and for seeking exceptions from specific provisions of the Planning Code, including but not limited to rear yard, ground level wind currents,... Be advised that additional design requirements and limitations may be imposed on the proposed project in order to achieve the objectives and policies of the General Plan or the purposes of this Code.
3. **Office Allocation** is required for projects that proposed more than 25,000 gross square feet of new office space. Since the project proposes approximately 286,880 square feet of office space, an office allocation is required pursuant to Planning Code Section 321.
4. **Conditional Use Authorization** is required for projects proposing Hotels in C-3 Districts.

5. **Variance** is required for exposure and may be required for other sections of the Planning Code as outlined below, such as Section 145, Active Street Frontage. As proposed, it appears that approximately 46-48 units do not meet exposure requirements as set forth in Section 140 of the Planning Code.
6. A **Building Permit Application** is required for the proposed new construction on the subject property.

Legislative Amendment, Downtown Project Authorization, Office Allocation, Conditional Use Authorization and Variance applications are available in the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at www.sfplanning.org. Building Permit applications are available at the Department of Building Inspection at 1660 Mission Street.

NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:

Project Sponsors are encouraged, and in some cases required, to conduct public outreach with the surrounding community and neighborhood groups early in the development process. Additionally, many approvals require a public hearing with an associated neighborhood notification. Differing levels of neighborhood notification are mandatory for some or all of the reviews and approvals listed above.

This project is encouraged to conduct a **Pre-Application** meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-Application packet, which includes instructions and template forms, is available at www.sfplanning.org under the "Permits & Zoning" tab. All registered neighborhood group mailing lists are available online at www.sfplanning.org under the "Resource Center" tab.

Notification of a Project Receiving Environmental Review. Notice may be required to be sent to occupants of the project site and properties adjacent to the project site, as well as to owners and, to the extent feasible, occupants of properties within 300 feet of the project site at the initiation of the environmental review process. Please be prepared to provide mailing addresses on a CD upon request during the environmental review process.

PRELIMINARY PROJECT COMMENTS:

The following comments address specific Planning Code and other general issues that may substantially impact the proposed project.

1. **Downtown Area Plan.** The subject property falls within the area covered by the Downtown Area Plan in the General Plan. As proposed, the project is generally consistent with the overarching objectives of the Plan, though the project and design comments below discuss any items where more information is needed to assess conformity with either specific policies or Code standards or where the project requires minor modification to achieve consistency. The project sponsor is encouraged to read the full plan, which can be viewed at <http://generalplan.sfplanning.org/Downtown.htm>.

2. **Transit Center District Plan.** The subject property falls within the area covered by the Transit Center District Plan (a sub-area of the Downtown Plan) in the General Plan. As proposed, the project is generally consistent with the overarching objectives of the Plan, though the project and design comments below discuss any items where more information is needed to assess conformity with either specific policies or Code standards or where the project requires minor modification to achieve consistency. The project sponsor is encouraged to read the full plan, which can be viewed at http://generalplan.sfplanning.org/Transit_Center_District_Sub_Area_Plan.pdf.
3. **Transbay Redevelopment Plan.** The subject property falls within the area covered by the Transbay Redevelopment Plan. As proposed, the project is generally consistent with the overarching objectives of the Plan, though the project and design comments below discuss any items where more information is needed to assess conformity with either specific policies or Code standards or where the project requires minor modification to achieve consistency. The project sponsor is encouraged to read the full plan, which can be viewed at [http://sfocii.org/sites/default/files/ftp/uploadedfiles/Projects/TB%20Redevelopment%20Plan\(2\).pdf](http://sfocii.org/sites/default/files/ftp/uploadedfiles/Projects/TB%20Redevelopment%20Plan(2).pdf)
4. **Transit Center District Plan.** The project site falls within the Transit Center District Plan (TCDP) area. The TCDP was adopted in 2012 as a Sub-Area Plan of the 1985 Downtown Plan. The Plan contains planning policies and controls for land use, urban form, and building design of properties around the Transbay Transit Center, and for improvement and management of the District's public realm and circulation system of streets, plazas, and parks. The TCDP can be found at: http://sf-planning.org/ftp/General_Plan/Transit_Center_District_Sub_Area_Plan.pdf
5. **Transit Center District Public Realm Planning Process.** The final EIR for the Transit Center District Plan analyzed circulation and streetscape changes throughout the Plan area including sidewalk widening, lane reductions, new bicycle and transit facilities and other changes. In 2017, the Planning Department, the Department of Public Works, the SFMTA and the Greater Rincon Hill Community Benefits District will lead a public process to articulate and refine the public realm concepts outlined in the TCDP. The end result of this process will be a streetscape plan that includes a concept streetscape design for Howard Street. The Howard Street concept design may recommend curblines and striping changes to Howard Street that are different from the existing streetscape configuration that exists today. The project sponsor is invited to participate in this process. For more information on this process, please contact Paul Chasan at 415-575-9065, or paul.chasan@sfgov.org.
6. **Interdepartmental Project Review.** This review is required for all proposed new construction in seismic hazard zones, in which the subject property falls. An application is enclosed.
7. **Setbacks and Streetwall Articulation.** To establish an appropriate street wall in relation to the width of the street and to adjacent structures and to avoid the perception of overwhelming mass that would be created by a number of tall buildings built close together with unrelieved vertical rise, new buildings taller than 150 feet, on development lots in the C-3-O(SD) district facing a street wider than 35 feet shall establish a distinctive streetwall, even where no distinct cornice line or streetwall exists,

at a height between 50 and 100 feet for not less than 40% of the linear frontage of all street frontages of such development lot. Such streetwall shall be established by an upper story setback or by a combination of upper story setback and horizontal projection (either occupied or decorative, as allowed in Section 136), creating horizontal relief totaling at least 10 feet, however, the upper story setback shall not be less than 5 feet. Exceptions to this subsection (c)(1) may be allowed in accordance with the procedures of Section 309, if the following criteria have been met:

- (8) Design of the proposed project successfully creates a clearly defined building base that establishes or maintains an appropriate streetwall at the height or height range described above,
- (9) The base is not defined solely by recessing the base,
- (10) The overall building mass tapers or steps away from the street above the streetwall reducing any sense of unrelieved vertical rise directly from the sidewalk edge, and
- (11) The overall architectural expression of the proposed project is exceptional, unique, and consistent with the intent of the streetwall requirement.

The project is subject to Setback and Streetwall Articulation requirements of this code. As proposed, the proposed setbacks and streetwall articulation does not appear to meet the standard requirements, therefore an exception per Section 309 must be justified. To qualify for an exception, all of the criteria listed above must be met. Please revise the proposal to meet the letter of the requirement or demonstrate how the above mentioned criteria have been met in subsequent submittals of the project proposal.

Tower Separation. To provide light and air between structures, all structures shall be set back from an interior property line and one adjacent to a public right-of-way. The setback must be at least 15 feet beginning at a height 1.25 times the width of the street on which the building faces, and increasing to the widths indicated in Section 132.1(d). Exceptions may be sought provided that criteria delineated in Section 132.1(d)(2) are met.

- 8. **Rear Yard.** Section 134 requires the project to provide a rear yard of at least 25 percent of the lot depth. This project fronts both Howard and Natoma Streets; accordingly, the rear yard could be oriented towards either street frontage. In C-3 Districts, an exception to the rear yard requirements may be allowed in accordance with the provisions of Section 309, provided that the building location and configuration assure adequate light and air to windows within residential units and to the useable open space provided. While the project provides setbacks along the eastern, western and northern sides of the building of the proposed project, a Code compliant rear yard is not provided, therefore requiring an exception per Section 309. Please demonstrate that the building and configuration assure adequate light and air to windows within the project's and adjacent residential units and to the usable open space provide.
- 9. **Open Space – Residential.** Section 135 requires 36 square feet of open space each dwelling unit if private open space is provided or 48 square feet of open space per dwelling unit if common open

space is provided. Additionally, any such open spaces must meet the dimensional requirements of Subsections (f) and (g). The plans submitted show that private open spaces for 102 units is anticipated, though it is unclear exactly where the open spaces will be provided and whether or not the minimum dimensional requirements are met. It is also unclear if the proposed common spaces anticipated throughout the project (i.e. bus easement, drop-off, ground floor passage, and terraces at various levels) sufficiently meet the common open space requirements as dimensions for such spaces were not provided. If open space requirements are not met, a Variance from Section 135 would be required. More detailed plans and graphics depicting the character and dimension of the open spaces are necessary to determine compliance.

10. **Privately-Owned Public Open Space (Sec. 138).** An applicant for a permit to construct a new building in C-3 Districts shall provide open space at a ratio of one square foot of open space for every 50 gross square feet of all non-residential uses. The open space required by Section 138 may be on the same site as the building for which the permit is sought, or within 900 feet of it on either private property or, with the approval of all relevant public agencies, public property, provided that all open space must be located entirely within the C-3 District. The plans submitted with the subject PPA package indicates that some of the publically accessible private open space will be shared with the Common Open Spaces associated with the project, as permitted by Section 135(g). Conceptually, the proposed spaces meet the intent of the Planning Code, however, more detailed drawings providing dimensions and depicting the character of the space(s) are required for the Planning Department to make this determination.
11. **Transportation Demand Management Program.** On August 4, 2016, the Planning Commission adopted a resolution to recommend approval of Planning Code amendments that would require development projects to comply with a proposed Transportation Demand Management (TDM) Program (within a new Planning Code Section 169). The Board of Supervisors is scheduled to hear the legislation in January 2017, which will likely include a phase-in of the requirements of the TDM Program (BOS File #160925). The intent of the proposed TDM Program is to reduce vehicle miles traveled (VMT) and to make it easier for people to get around by sustainable travel modes such as transit, walking, and biking.

Under the proposed TDM Program, land uses are grouped into four categories, A through D. For each land use category that is subject to the TDM Program, the City would set a target based on the number of accessory vehicle parking spaces proposed. To meet each target, the project sponsor must select TDM measures from a menu of options. In general, the number of TDM measures that the project sponsor must implement would increase in proportion to the number of accessory vehicle parking spaces proposed. Some of the TDM measures included in the menu are already required by the Planning Code. Points earned from implementing these measures would be applied towards achieving a project's target(s). Project sponsors would be required to implement and maintain TDM measures for the life of the project.

The proposed project includes approximately 200 dwelling units and approximately 542,026 square feet of hotel and office use, and thus would be subject to the proposed TDM Program. Based on the proposed 10 parking spaces associated with the residential use, the project would be required to meet

or exceed a target of 21 points for land use Category C. If the project proposes to devote approximately 12,276 square feet to off-street parking for the office use and 12 stalls for the hotel use yielding about 92 total parking stalls, the project would be required to meet or exceed a target of 21 points for land use Category D for a total of 42 points. The point target would increase depending on the number of additional parking spaces proposed.

The Planning Code would currently require the project, as described in the PPA, to provide the following TDM measures

- Bicycle Parking (Planning Code Section [155.2](#); TDM Menu ACTIVE-2 – option a)
- Shower facilities and lockers (Planning Code Section [155.4](#); TDM Menu ACTIVE-3)
- Transportation demand management programs (Planning Code Section [163](#); TDM Menu INFO-3)
- Car Share Parking Spaces (Planning Code Section [166](#); TDM Menu CSHARE-1 – option a)
- Parking unbundling (Planning Code Section [167](#); TDM Menu PKG-1)

The project may be required to select and incorporate additional TDM measures to meet the targets listed above. A full list of the TDM measures included in the menu of options is available on this [website](#). Once an entitlement application is filed, the assigned Current Planner will provide additional guidance regarding the proposed TDM Program and next steps.

- 12. Streetscape Plan (Sec. 138).** Better Streets Plan Compliance. Pedestrian and streetscape improvements consistent with the Better Streets Plan are required if your project meets the conditions delineated in Planning Code Section 138.1. Projects that trigger Section 138.1 will be reviewed by the Department's Streetscape Design Advisory Team (SDAT). SDAT is an interagency group that includes representatives from the Planning Department, Department of Public Works, the Public utilities Commission and the Municipal Transportation Agency that provides design guidance on private developments that impact the public right-of-way. Feedback from SDAT's review of the subject PPA proposal are found under the "Preliminary Design Comments" section below. Please also see the Department's Better Streets Plan and Section 138.1(c)(2)(ii) for the additional elements that may be required as part of the project's streetscape plan.
- 13. Bird Safety (Sec. 139).** It is unclear if the Project will create a feature-related hazard by providing more than 24 square feet of unbroken glass. If a feature-related hazard is created, the glass must be treated with bird-safe glazing and the type of glass proposed must be indicated on plans.
- 14. Dwelling Unit Exposure (Sec. 140).** Each dwelling units must have at least one room that meets the 120 square foot minimum floor area requirement of Section 503 of the Housing Code directly face an open area of a public street or alley at least 20' in width, a side yard at least 25' in width, or rear yard meeting the requirements of this Code; provided that if such windows are on an outer court whose width is less than 25 feet, the depth of such court shall be no greater than its width; or an open area which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. It appears that Section 140 requirements

may not be met, therefore requiring a Variance from Section 140. Please provide dimensions and diagrams depicting compliance or lack thereof with Section 140. The Department generally encourages projects to minimize the number of units needing an exposure exception.

15. **Rooftop Screening (Section 141).** Be advised that rooftop mechanical equipment must be arranged so as not to be visible from any point at or below the roof level of the subject building.
16. **Parking Screening and Greening (Section 142).** Be advised that the parking and vehicle use areas less than 25 linear feet adjacent to a public right-of-way is required pursuant to Planning Code section 142.
17. **Street Frontages (Section 145(c)(2)).** No more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure parallel to and facing a street shall be devoted to parking and loading ingress or egress. As proposed, the length of the vehicular ingress / egress is unclear. Please provide drawings that clearly delineate curb Project requires a Variance from Planning Code Section 145(c)(2).
18. **Shadow Analysis (Section 147).** Section 147 requires that new buildings and additions to existing buildings in C-3, South of Market Mixed Use, and Eastern Neighborhoods Mixed Use Districts that exceed 50 feet shall be shaped to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295. A preliminary shadow study was conducted by Staff in conjunction with this PPA Application, and it indicated that the project will not cast a shadow on any park or open space protected under Planning Code Section 295. Department staff has prepared a shadow fan that indicates the project may cast new shadow on publically accessible open spaces at 555 California Street, 98 Trinity Place, One Montgomery Terrace, McKessen Place, 300 Post Street, 575 Market Street, One Bush Plaza, 455 Market Street, Spear Street Plaza, Rincon Plaza, Gap Headquarters Plaza, 300 Beale Street, 2 Bryant Street, Rincon Park; schools such as the Nam Keu School, Gordon J. Lau Elementary School, Nortre Dame Des Victoires School, and plazas such as Hallidie Plaza, Mechanics Monument Plaza, Jessie Square, Beale Street Plaza. Therefore, a detailed shadow analysis would need to be prepared to determine if the project would create new shadow that results in an adverse impact to the above mentioned open spaces, pursuant to Section 147. If this detailed shadow analysis finds that the project would cast shadow on above mentioned open spaces, the sponsor should explore sculpting of portions of the project to avoid casting new shadows on the open space.
19. **Ground Floor Wind Currents (Section 148).** In C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed, more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of substantial pedestrian use and seven m.p.h. equivalent wind speed in public seating areas.

When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, in accordance with the provisions of Section 309, allowing the building or addition to add to the amount

of time that the comfort level is exceeded by the least practical amount if (1) it can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and (2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

Be advised that the project's wind study should demonstrate that both criteria (1) and (2) mentioned above have been met to justify exceptions to Section 148. This may require the testing of variations of the project that include wind baffling measures even after wind testing and modeling have demonstrated that wind speeds to not reach or exceed hazard levels.

20. **Off-Street Parking (Section 151).** Planning Code Section 151 permits one parking space for every two dwelling units in C-3 Zoning Districts, 1 parking space for every 16 hotel rooms and no more than 3.5% of gross floor area be devoted to non-residential uses, i.e. Office. Be advised that one parking space accessible to persons with disabilities must be provided for every 25 parking spaces and that all proposed off-street parking spaces must comply with dimensions outlined in Planning Code Section 154. Off-street vehicular parking may not exceed permitted amounts.
21. **Off-Street Freight Loading (Section 152).** Three off-street freight loading spaces are required for projects proposing over 500,000 gross square feet of floor area plus one loading space for each additional 400,000 square feet of floor area. As the project proposes a development of approximately 991,837 gross square feet, four off-street freight loading spaces are required. Fewer than the Code required off-street loading spaces may be permitted by seeking an exception pursuant to Planning Code Section 309. Since a higher number of off-street loading spaces may take up valuable frontage which may be better suited for more active, pedestrian-friendly uses, the Planning Department encourages exploring options that include fewer off-street loading spaces, provided that the fewer number is supported by a thoroughly vetted Transportation Impact Study. Be advised that all proposed off-street parking spaces must comply with dimensions outlined in Planning Code Section 154.
22. **Protected Street Frontages (Section 155).** To preserve the pedestrian character of certain downtown and neighborhood commercial districts and to minimize delays to transit service, vehicular access to off-street parking or loading shall not be permitted on Natoma Street 300 feet west of 1st Street to 2nd Street. Since the project is seeking vehicular access during this stretch of Natoma, a Variance is required. Additionally, in C-3 districts, no curb cuts accessing off-street parking or loading shall be created on official bicycle routes. Howard Street has been identified as an official bicycle route. Therefore, curb cuts are not permitted unless it is demonstrated that an alternative frontage is not available. In such instances, a curb cut may be permitted by seeking an exception pursuant to Section 309.

23. **Bicycle Parking (Section 155.1).** Bicycle parking requirements vary per use. Dwelling units generate a requirement of **one Class 1** parking space is required for the **first 100 dwelling units** and **one** for every **four dwelling units** over 100 and **one Class 2** bicycle parking space for every **20 dwelling units**. Hotel use requires **one Class 1** and **Class 2** parking space is required for every **30 Hotel rooms**. **One Class 2** parking space is also required for every **5,000 square feet of conference and or meeting rooms**. Office uses require **one Class 1** space for every **5,000 square feet of Occupied Floor Area** and **2 plus one Class 2** space for **each additional 50,000 square feet of Occupied Floor Area**. Finally, Retail Sales and Service uses require **one Class 1** space for **every 7,500 square feet of occupied floor area** and **ten Class 2** spaces for uses larger than **10,000 square feet of Occupied Floor Area**. I am out of the office with intermittent access to email returning Monday, December 19th and will respond to you as soon as possible. **one** for every **additional 10,000 occupied square feet**. As the Project proposes 200 dwelling units, up to 250 Hotel rooms, 286,880 square feet of Office, 67,156 square feet of shared amenities requiring a total of **200 Class 1** and **38 Class 2** bicycle parking spaces are required for the hotel, retail, office and residential portions of the project. As proposed, it appears that you have exceed bicycle parking requirements. However, please indicate how many square feet of Occupied Floor Area is devoted to conference, meeting or function rooms devoted specifically to the Hotel Use.

	Residential	Hotel	Office	Shared / Retail	Total
<u>Class 1</u>	1 per 1 DU for first 100; 1 per 4 over 100	1 per 30 rooms	1 per 5,000 SF	1 per 7,500 SF	
<u>Required Spaces</u>	$100 + (100/4) = 125$	$250/30 = 8.3$	$286,880 / 5000 = 57.4$	$67,156 / 7,500 = 9$	$199.7 = 200$
<u>Class 2</u>	1 per 20 DU	1 per 30 rooms	2 per first 5,000 SF + 1 per add'l 50,000 SF	10 per 50,000 SF + 1 per add'l 10,000 SF	
<u>Required Spaces</u>	$200 / 20 = 10$	$250/30 = 8.3$	$2 + ((286,880 - 5,000)/50,000) = 7.6$	$10 + ((67,156 - 50,000)/10,000) = 11.7$	$37.6 = 38$

24. **Showers and Lockers (Section 155.4).** Retail sales and Services Uses, such as hotels, require two showers and 12 clothes lockers where the occupied floor area exceeds 50,000 square feet. Please provide plans depicting the location of showers and lockers on subsequent plan submissions.
25. **Tour Bus Loading Spaces (Section 162).** One off-street tour bus loading space is required for hotels with 201-350 rooms. As the Project proposes up to 250 hotel rooms, one off-street bus loading space is required. A waiver from this requirement may be sought pursuant to Section 309 provisions, however the project must demonstrate how criteria pursuant to Planning Code Section 162(b) have been met.

26. **Transportation Management Programs (Section 163).** For projects where the gross square feet of new construction or added floor area for any residential and non-residential use equals at least 100,000 square feet or 100 dwelling units, the project sponsor shall be required to provide on-site transportation brokerage services for the actual lifetime of the project, as provided in this Subsection. Prior to the issuance of a temporary permit of occupancy (for this purpose Section 149(d) shall apply), the project sponsor shall execute an agreement with the Planning Department for the provision of on-site transportation brokerage services and preparation of a transportation management program to be approved by the Director of Planning and implemented by the provider of transportation brokerage services. The transportation management program and transportation brokerage services shall be designed:
- (1) To promote and coordinate effective and efficient use of transit by tenants and their employees, including the provision of transit information and sale of transit passes on-site;
 - (2) To promote and coordinate ridesharing activities for all tenants and their employees within the structure or use;
 - (3) To reduce parking demand and assure the proper and most efficient use of on-site or off-site parking, where applicable, such that all provided parking conforms with the requirements of Article 1.5 of this Code and project approval requirements;
 - (4) To promote and encourage the provision and proliferation of car-sharing services convenient to tenants and employees of the subject buildings in addition to those required by Section 166, and to promote and encourage those tenants and their employees to prioritize the use of car-share services for activities that necessitate automobile travel, including the promotion and sale of individual and business memberships in certified car-sharing organizations, as defined by Section 166(b)(2).
 - (5) To promote and encourage project occupants to adopt a coordinated flex-time or staggered work hours program designed to more evenly distribute the arrival and departure times of employees within normal peak commute periods;
 - (6) To participate with other project sponsors in a network of transportation brokerage services for the respective downtown, South of Market area, or other area of employment concentration in Mixed Use Districts;
 - (7) To carry out other activities determined by the Planning Department to be appropriate to meeting the purpose of this requirement.
27. **Car Share (Section 166).** One car share parking space is required for any residential project within 50-200 residential units. Additionally, one car share space is required for up to 49 stalls provided for non-residential uses and additional stall is required for every 50 spaces over 50. As the project proposes 200 dwelling units, at least one car share parking space is required. It is unclear the number of parking stalls provided for non-residential uses, however additional car share spaces may be required.
28. **Unbundled Parking (Section 167).** Be advised that all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential

renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.

29. **Diaper-Changing Accommodations (Section 168).** Be advised that 1 diaper-changing accommodation at each floor containing restrooms open to the general public is required. As proposed, such accommodations would be required on the first five levels, and any other floor containing facilities that will be open to the general public.
30. **Transit Center C-3-O(SD) Commercial Special Use District (Section 248).** All new development on lots larger than 15,000 square feet in the Special Use District shall include not less than 2 gross square feet of principally or conditionally permitted commercial uses for every 1 gross square foot of dwellings or other housing uses. An exception may be granted pursuant to Section 309 provided that the footprint of the portion of the site dedicated to dwellings and/or other housing uses is less than 15,000 square feet and the lot contains existing buildings which are to be retained. A Letter of Determination prepared by the Zoning Administrator concluded that the train box is considered an existing building and that the project would be eligible for a 309 exception provided that the footprint of the residential portion of the building is less than 15,000 square feet. As proposed, the footprint is not less than 15,000 square feet and therefore not eligible for an exception. Please revise the project such that the footprint of the building's residential portion is less than 15,000 square feet.
31. **Transbay C-3 Special Use District (Section 249.28).** Be advised that a minimum of 25% of all units constructed on-site shall be affordable to and occupied by qualifying persons and families and defined by the Transbay Redevelopment Plan for projects that fall within the Transbay C-3 SUD. Further, all inclusionary units shall be built on-site; off-site construction or in-lieu fee payment options are not permitted to satisfy this requirement.
32. **Special Height Exceptions (Section 263.9).** In S Districts, additional height up to 10 percent of the heights shown on Maps 1H, 2H and 7H of the Zoning Map may be allowed as an extension of the upper tower, provided that the volume of the upper tower as extended is reduced by the percentage shown in Chart C of Section 271. However, this provision *does not* apply to the subject property.
33. **Bulk (Section 270.)** In S-2 Districts, bulk limits are prescribed in Section 270(d). As proposed, it appears that bulk exceptions, pursuant to Planning Code Section 272 and 309 will be required since the upper third of the building exceeds 75 percent of the average floor size of the lower tower, and the average diagonal dimension exceeds 87 percent of the average diagonal dimension of the lower tower. If a bulk exception is being sought pursuant to Planning Code Section 309, please demonstrate that criteria outlined in Section 272(a) have been met.
34. **Shadow Analysis (Section 295).** Section 295 requires that a shadow analysis must be performed to determine whether the project has the potential to cast shadow on properties under the jurisdiction of the San Francisco Recreation and Park Commission. Department staff has prepared a shadow fan that indicates the project may cast new shadow on Union Square, Willy Wong Playground, Portsmouth Square, St. Mary's Square, and Boeddeker Park. Therefore, a detailed shadow analysis would need to be prepared to determine if the project would create new shadow that results in an adverse impact to the aforementioned parks pursuant to Section 295. If this detailed shadow analysis finds that the

project would cast shadow on and of these parks, the sponsor should explore sculpting of portions of the project to avoid casting new shadows on the park.

35. **Entertainment Commission Outreach (Section 314).** The Project appears to be located within 300' of Places of Entertainment, and are therefore subject to an Entertainment Commission outreach process. The Planning Department cannot complete the processing of a project until the following has occurred:

- a. The Entertainment Commission has provided written notification to the Planning Department either indicating that the Entertainment Commission did not wish to hold a hearing, or that it held a hearing and the Project sponsor attended the hearing; and
- b. The Entertainment Commission has provided written comments and recommendations, if any; and
- c. A Project Sponsor with a residential project subject to the new Entertainment Commission outreach process has shown compliance with that process by including a copy of any comments and/or recommendations provided by the Entertainment Commission regarding the proposed Project as well as the date(s) when the those comments were provided. This shall be done as an additional sheet in any plan set submitted to the Planning Department and as an attachment in an entitlement application.

The Planning Department and Commission will consider the compatibility of uses when approving Residential Uses adjacent to or near existing permitted Places of Entertainment and shall take all reasonably available means through the City's design review and approval processes to ensure that the design of such new residential development project takes into account the needs and interests of both the Places of Entertainment and the future residents of the new development. Considerations may include:

- a. The proposed project's consistency with applicable design guidelines;
- b. Any proceedings held by the Entertainment Commission relating to the proposed Project; and
- c. Any comments and recommendations provided to the Planning Department by the Entertainment Commission regarding noise issues related to the project.

When a project that is subject to the Entertainment Commission outreach process is approved, an NSR must be recorded with the Assessor-Recorder that states all of the restrictions of Administrative Code Section 116.8 and any other conditions that the Planning Commission or Department places on the property.

A link to the ordinance can be found here:

<https://sfgov.legistar.com/View.ashx?M=F&ID=3760025&GUID=5BCAC01C-7344-4F51-B406-E7D8B987FAE8>.

For more information, please review the "Guidelines for Entertainment Commission Review of Residential Development Proposals" found here:

<http://www.sfgov2.org/modules/showdocument.aspx?documentid=2712>

36. **Office Allocation (Section 321).** Pursuant to Section 321, no office development may be approved during any approval period if the additional office space in that development, when added to the additional office space in all other office developments previously approved during that approval period, would exceed 950,000 square feet. Such allocation is subject to the discretion of the Planning Commission. Guidelines articulated in Planning Code Section 321(b)(3) will be considered by the Planning Commission during the approval process. Compliance with each guideline should be demonstrated in the Project Sponsor's application for Office Allocation. A link to said application can be found here: <http://sf-planning.org/sites/default/files/FileCenter/Documents/8582-Office%20Allocation%20Application.pdf>. Please be advised that the current office allocation pipeline is large, limiting the certainty around attaining an office allocation in the near term. Please refer to the office allocation update report found here: http://zasfplan.sfplanning.org/ANLM/Office_Allocation_Stats.pdf
37. **First Source Hiring Agreement.** A First Source Hiring Agreement is required for any project proposing to construct 25,000 gross square feet or more. For more information, please contact:
- Ken Nim, Workforce Compliance Officer
CityBuild, Office of Economic and Workforce Development
City and County of San Francisco
50 Van Ness Avenue, San Francisco, CA 94102
(415) 581-2303
38. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater, it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in *total volume* and *peak flow rate* of stormwater for areas in combined sewer systems OR (b) *stormwater treatment* for areas in separate sewer systems. The SFPUC Wastewater Enterprise, Urban Watershed Management Program is responsible for review and approval of the Stormwater Control Plan. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact stormwaterreview@sfwater.org for assistance.
39. **Recycled Water.** Projects located in San Francisco's designated recycled water use areas are required to install recycled water systems for irrigation, cooling, and/or toilet and urinal flushing in accordance with the Recycled (or Reclaimed) Water Use Ordinance, adopted as Article 22 of the San Francisco Public Works Code. New construction or major alterations with a total cumulative area of 40,000 square feet or more; any new, modified, or existing irrigated areas of 10,000 square feet or more; and all subdivisions are required to comply. To determine if the proposed project is in a designated recycled water use area, and for more information about the recycled water requirements, please visit sfwater.org/index.aspx?page=687.

40. **Impact Fees.** This project will be subject to various impact fees. Please refer to the [Planning Director's Bulletin No. 1](#) for an overview of Development Impact Fees, and to the Department of Building Inspection's [Development Impact Fee webpage](#) for more information about current rates.

Based on an initial review of the proposed project, the following impact fees, which are assessed by the Planning Department, will be required:

- a. Transit Impact Development Fee (TIDF)
- b. Jobs-Housing Linkage (413)
- c. Child-Care (414)
- d. Downtown Park Fee (412)
- e. Transit Center District Open Space Impact Fee (424.6)
- f. Transit Center District Transportation and Street Improvement Impact Fee (424.7)
- g. Transit Center District Mello Roos Community Facilities Impact Fee (424.8)
- h. Public Art (429)

PRELIMINARY DESIGN COMMENTS:

Architecture and Building Massing

The project is located in a C-3-O (SD) – Downtown-Office (Special Development) zoning district, Transbay C3 and Transit Center C-3-O (SD) Commercial special use district and Transbay, Transit Center District, and Downtown planning areas. The following comments address preliminary design issues that may substantially affect the proposed project:

1. **Street Frontage.** The Transit Center Plan and Planning Code support the following urban design goals:
 - *Gracious pedestrian and bicycle access from Howard Street to the Transit Center at grade.* (Note that a mid-block passageway is required as per the Transit Center Plan.) This access should be available 24/7, not require opening doors for access, visually apparent, accessible from proposed crosswalks and natural walking pathways throughout the neighborhood and, while it may provide other uses, it must prioritize pedestrian access and safety. Please review Planning Code Section 138(j)(3).
 - *Inviting pedestrian access from Howard Street to the Transit Center Park above grade.* This connection should be visually apparent, accessible any time that the Transit Center Park is open to the public, and be reinforced with a vertical spatial connection, such as through escalators or a multiple height space. Please review the goals through Planning Code Section 138(j)(1)(B).

The Department does not see the current configuration as meeting the above intent. Consider combining the Transit Center at grade and above grade access points to reinforce the public nature of both. Presuming that this is done through the currently proposed loading area, the Department recommends significant design and operational modifications to eliminate conflicts with pedestrians

and material characteristics and visual cues to clarify itself as a circulatory option. See SDAT design comments that further explain pedestrian access and loading requirements.

If the access to the park is not combined with the at grade access, the Department recommends highlighting the entry to the park access at its base by providing a substantial portal that eliminates the need to open doors during business hours and making it a visually distinctive sense of hierarchy in the architectural expression. The interior should also be visually distinct from any private lobby in the building. Consider including multistory spatial openings and more visually apparent, non-elevator circulation inside of the entry to encourage public access to the Transit Center park. Additionally, the lobby frontage on Howard takes up a considerable frontage and should be reduced to offer additional retail.

The project should provide a setback and streetwall articulation as required by Section 132.1 to help define and support continuity for both streetwalls. To balance the neighborhood's significant increase in height and density, this requirement makes sure that new buildings also contribute to the pedestrian-scale environment of its public realm.

2. **Architecture.** The Planning Department appreciates the intent to provide solidity in the tower and encourages the consideration of masonry-type materials. As one of the four largest towers in the city, however, the Department recommends that the massing be more gently and iconically-shaped. The current massing asymmetry and steps might work as a formal strategy if repeated; as they only occur once within the most visible height of the tower, they seem episodic and less architecturally intentional.

The Department will provide further detailed design review on the subsequent submission. The Department recommends that the project express significant façade depth, provide high-quality materials, and meet the architectural detailing and character of the neighborhood.

3. **Vent Shafts.** The Project assumes the relocation of the 3 vent shafts that serve the Transit Center. While TJPA is open to studying the relocation of the vent shafts, the feasibility of their relocation has yet to be determined. TJPA estimates that determining feasibility of relocating the ventilation shafts may take up to 12 months. City Staff requests that the Project Sponsor develop and provide a design alternative articulating how the building program will be modified should the vent shaft relocation prove unfeasible and the ventilation shafts need to be integrated within the proposed building footprint.

Streetscape and Public Realm

The Street Design Advisory Team (SDAT) provides design review and guidance to private developments working within the City's public right-of-way. SDAT is composed of representatives from the San Francisco Planning Department (SF Planning) Department of Public Works (SF Public Works), the San Francisco Municipal Transportation Agency (SFMTA), and the San Francisco Public Utilities Commission (SFPUC).

The 542-550 Howard Street project came to SDAT on November 17, 2017. Below are the SDAT comments from that meeting.

4. Mid-block Pedestrian/ Bicyclist Passage and Freight Loading Area.

Natoma Street should be designed to maximize pedestrian safety and comfort. Accordingly, delivery truck should be prohibited from accessing Natoma and should solely access the project site via Howard Street. The proposed truck turnaround on the west side of the project site is a creative design response to this design constraint. However, the design should be further refined to maximize the comfort of people walking and biking to, from and through the project site. Moreover, while local and State Agencies (TJPA, OCIL, DPW, MTA and Planning) appreciate the Project Sponsor's vision of the Natoma Street pedestrian plaza, pedestrian and bicycle traffic for the remainder of the parcel needs to be further refined and better coordinated with adjacent parcels controlled by TJPA.

The Transit Center District Plan specifically requires that a public midblock pedestrian (and bicycle) pathway be provided on Block 3721, between the future Under Ramp Park and the Transit Center between First and Second Streets. (See Policy 3.13, Page 27 of the Transit Center District Plan). This pathway will need to connect through or adjacent to the Parcel F project site.

City staff has identified opportunities for this pathway to be sited on both Parcel F and/or the adjacent parcel controlled by TJPA (the future location of Howard Square). However the potential bike path on the TJPA controlled land will not be available during the construction of Phase 2 of the Transit Center. Thus, depending upon timing of projects' construction schedules the only viable option may be to integrate the pathway within the Parcel F project site. SDAT encourages further discussion between TJPA and the Project Sponsor to determine the best location the pedestrian/bike passage.

Should the mid-block passage be integrated through the Parcel F site, it should extend the natural desire line from of the planned Howard Street mid-block bike/ped crossing connecting Under Ramp Park to the Transit Center on the eastern edge of the site. This corridor is anticipated to be highly trafficked by bicyclists and pedestrians alike and should be designed to prioritize the comfort and safety of these users over other functions of the space. The proposed design for this space prioritizes freight loading and should be redesigned to prioritize people walking and biking.

When redesigning the space, SDAT recommends the project sponsor consider

- Relocating the elevators dedicated to allow public access to City Park to the eastern side of the site fronting the mid-block passageway
- Extending the Natoma Street paving to the Howard Street property line
- Reducing the amount of truck loading bays
- Screening trucks from view when they are parked at a loading dock
- Ensuring a flagger is present at all times a truck is pulling into or out of the space loading dock

5. Natoma Street Loading and Vehicular Turnaround. SDAT strongly encourages the project sponsor to explore reducing off-street loading / parking so that the ratio of street frontage devoted to

vehicular uses may be reduced on both Natoma and Howard Street frontages to limit off-street parking and to maximize the public realm devoted to pedestrians.

SDAT requests further refinement of the project sponsor's proposed design for the vehicular turnaround on Natoma Street. SDAT members expressed concern that the proposed design dedicates excessive street space to vehicular circulation and reads as a private driveway rather than a public street. SDAT members also felt that as designed, the proposed landscaped traffic circle doesn't relate to the other elements within the Natoma Street plaza.

In redesigning the space, SDAT encourages the project sponsor to explore concepts that:

- Redesign the Natoma landscaped turning circle to better integrate with the overall Natoma Street Design
 - Explore options that reorient the car lifts 90 degrees to allow for 90-degree turn in/out movement for passenger vehicles attempting to access the car lifts
 - Moving the bollards as far east as possible while maintaining the ability for an SU-30 truck to safely enter and exist Natoma Street to create a space for movable tables and chairs adjacent to the retail and hotel lobby on Natoma. Vehicles up to SU30 in size should be able to enter and exit Natoma Street without having to backup or make a 3-point turn. **Reduce Off-street Parking.** The project is sited adjacent to the future Transbay Transit Center, and is within a 15 min walk from BART and Muni rapid bus service. In as such, the project site will boast some of the highest transit access in the City, region and hemisphere. Per Planning Code section 151.1, no off-street parking minimum exists in the C-3 zoning district. SDAT encourages the project sponsor to further reduce or eliminate off-street parking from the building program.
6. **Bollards.** The location of the operable bollards proposed at Natoma are not currently designed to house the operable bollards. The location initially proposed by TJPA was elsewhere along the block, and included a subgrade vault to accommodate said bollards. Providing bollards in the current location requires additional study as the inclusion of an appropriately designed vault to house these bollards as currently shown in not possible. An alternate type of barrier should be considered that would provide the same protective rating as the bollards that are currently designed and being installed at the TTC.
7. **Non-standard Howard Street Sidewalk Paving.** Per policies in the City's Better Streets Plan and the Downtown Streets Plan, SDAT does not support non-standard paving materials on the Howard Street frontage as they read as a privatization of the public realm. The project sponsor shall pave its Howard Street frontage with city-standard 3' x 3' sparkle concrete flags.
8. **Electrical Transformer Room.** If a new electrical power transformer is required by PG&E to provide power to the building, please show the location of the transformer room on the plans. The transformer room must be shown on the plans for review by SDAT and Public Works during the planning phase of the project prior to applying for a Building Permit and Public Works Permits. Public Works typically does not permit new transformer vaults in the public right-of-way. To maximize active frontage on the site, SDAT recommends locating the electrical transformer within a

sub-sidewalk vault within the public right-of-way. This conditions is considered an exception by SF Public Works Bureau of Street Use & Mapping (BSM) and will require a written request for this exception along with a Vault Encroachment Permit Application to BSM.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization, Office Allocation, Legislative Amendment, Variance, Section 309 Review or Building Permit Application, as listed above, must be submitted no later than **July 9, 2018**. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosures:

- Street Design Action Team Letter
- Preliminary Shadow Fan
- PPA / EEA Design Package
- Neighborhood Group Mailing List
- Interdepartmental Project Review Application
- SFPUC Recycled Water Information Sheet

cc: Daniel Esdorn, Hines, Project Sponsor
Tina Chang, Current Planning
Michael Jacinto, Environmental Planning
Audrey Harris, Citywide Planning and Analysis
Maia Small, Design Review
Paul Chasan, Street Design Review
Jonas Ionin, Planning Commission Secretary
Charles Rivasplata, SFMTA
Jerry Sanguinetti, Public Works
Pauline Perkins, SFPUC
June Weintraub and Jonathan Piakis, DPH
Planning Department Webmaster (planning.webmaster@sfgov.org)



SAN FRANCISCO PLANNING DEPARTMENT

DATE: 12/27/2016

TO: Tina Chang (Current Planning), Audrey Harris (Citywide Planning), Michael Jacinto (Environmental Planning)

CC: **SF Public Works:** Simon Bertrang; Chris Buck; Brent Cohen; Rucha Dande; Radha Hayagreev; Xinyu Liang; Lynn Fong; Kevin Jensen; Suzanne Levine; Kathy Liu; Kelli Rudnick; Rahul Shah;

SFMTA: Jennifer Molina; Sam Lam; Ricardo Olea; Charles Rivasplata; Mike Sallaberry; James Shahamiri; Adam Smith; Dustin White;

SF Planning: Ben Caldwell; Tina Chang; Paul Chasan; Seung Yen Hong; Neil Hrushowy; Jessica Look; Manoj Madhavan; Matthew Priest; Maia Small; Lana Russell; David Winslow;

SFPUC – Water: Jessica Arm; Josh Bardet ; Joan Ryan; Sam Young;

OCII: Sarah Price; Shane Hart;

TJPA: Mark O'Dell; Joyce Oishi;

FROM: The Street Design Advisory Team (SDAT)

RE: SDAT Review

Case NO. 2016-013312PPA

Address: 542-550 Howard St (Transbay Parcel F)

Neighborhood: Downtown/Civic Center

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

Area Plan: Transit Center District Plan

Block/Lot: 3721/015A, 3721/016, 3721/019, 3721/020, 3721/029, 3721/031

The Street Design Advisory Team (SDAT) provides design review and guidance to private developments working within the City's public right-of-way. SDAT is composed of representatives from the San Francisco Planning Department (SF Planning) Department of Public Works (SF Public Works), the San Francisco Municipal Transportation Agency (SFMTA), and the San Francisco Public Utilities Commission (SFPUC).

The 542-550 Howard Street project came to SDAT on November 17, 2017. Below are the SDAT comments from that meeting.

CONTEXT

Project Description

The Project consists of a 64-story approximately 800-foot tall mixed-use tower with 13 hotel floors containing approximately 250 guest rooms, 16 floors of office, 27 residential floors containing 200 units, 2 mechanical floors, 6 floors of shared amenity space, and a 4-level subterranean garage accessed from Natoma Street via car elevators. See attached Project Description for additional details. The PPA was submitted on 10/11/16 and the 90 day deadline is 1/9/17.

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Better Streets Plan

The Better Streets Plan (BSP) adopted by the city in December 2010, provides a comprehensive set of guidelines for the design of San Francisco's pedestrian realm. The Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space. The BSP policies can be found at: www.sfbetterstreets.org.

- Under the BSP, **Howard Street** is classified as a *Downtown Commercial Street*. The BSP defers to the Downtown Streetscape Plan to determine recommended sidewalk widths for Downtown Commercial Streets.
- Under the BSP **Natoma Street** is classified as an *Alley*, with a recommended sidewalk width of 6'-9' (the maximum dimension feasible given available ROW width). The BSP also recommends alleys be converted to Shared Public Ways. The Transit Center District Plan envisions the western portion of (roughly from Parcel F to 2nd) as a pedestrian-only plaza space.

Citywide Bike Network

The 2009 San Francisco Bicycle Plan contains specific proposed near-term bicycle route network improvement projects for a safe, interconnected bicycle network that supports bicycling as an attractive alternative to private auto use. The San Francisco Bike Plan is the guiding policy document defining where bicycle improvements should be made in the City.

- Howard Street is currently is an important west-bound bike route. The street currently has a westbound bike lane on the north side of the street fronting the project site. This bike lane may be upgraded to a protected bike lane or cycle track at a later date.

Transbay Redevelopment Plan. The subject property falls within the area covered by the Transbay Redevelopment Plan. As proposed, the project is generally consistent with the overarching objectives of the Plan, though the project and design comments below discuss any items where more information is needed to assess conformity with either specific policies or Code standards or where the project requires minor modification to achieve consistency. The project sponsor is encouraged to read the full plan, which can be viewed at

[http://sfocii.org/sites/default/files/ftp/uploadedfiles/Projects/TB%20Redevelopment%20Plan\(2\).pdf](http://sfocii.org/sites/default/files/ftp/uploadedfiles/Projects/TB%20Redevelopment%20Plan(2).pdf)

Transit Center District Plan. The project site falls within the Transit Center District Plan (TCDP) area. The TCDP was adopted in 2012 as a Sub-Area Plan of the 1985 Downtown Plan. The Plan contains planning policies and controls for land use, urban form, and building design of properties around the Transbay Transit Center, and for improvement and management of the District's public realm and circulation system of streets, plazas, and parks. The TCDP can be found at: http://sf-planning.org/ftp/General_Plan/Transit_Center_District_Sub_Area_Plan.pdf

Transit Center District Public Realm Planning Process. The final EIR for the Transit Center District Plan analyzed circulation and streetscape changes throughout the Plan area including sidewalk widening, lane reductions, new bicycle and transit facilities and other changes. In 2017, the Planning Department, the Department of Public Works, the SFMTA and the Greater Rincon Hill Community Benefits District will lead a public process to articulate and refine the public realm concepts outlined in

the TCDP. The end result of this process will be a streetscape plan that includes a concept streetscape design for Howard Street. The Howard Street concept design may recommend curblines and striping changes to Howard Street that are different from the existing streetscape configuration that exists today. The project sponsor is invited to participate in this process. For more information on this process, please contact Paul Chasan at 415-575-9065, or paul.chasan@sfgov.org.

SDAT DESIGN COMMENTS

Vent Shafts. The Project assumes the relocation of the 3 vent shafts that serve the Transit Center. While TJPA is open to studying the relocation of the vent shafts, the feasibility of their relocation has yet to be determined. TJPA estimates that determining feasibility of relocating the ventilation shafts may take up to 12 months. City Staff requests that the Project Sponsor develop and provide a design alternative articulating how the building program will be modified should the vent shaft relocation prove unfeasible and the ventilation shafts need to be integrated within the proposed building footprint.

Mid-block Pedestrian/ Bicyclist Passage and Freight Loading Area. Natoma Street should be designed to maximize pedestrian safety and comfort. Accordingly, delivery truck should be prohibited from accessing Natoma and should solely access the project site via Howard Street. The proposed truck turnaround on the west side of the project site is a creative design response to this design constraint. However, the design should be further refined to maximize the comfort of people walking and biking to, from and through the project site. Moreover, while local and State Agencies (TJPA, OCIL, DPW, MTA and Planning) appreciate the Project Sponsor's vision of the Natoma Street pedestrian plaza, pedestrian and bicycle traffic for the remainder of the parcel needs to be further refined and better coordinated with adjacent parcels controlled by TJPA.

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STANDARD SDAT COMMENTS

Landscaping, Street Trees and Site Furnishings in the Public Sidewalk

- All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). See www.sfbetterstreets.org.
- Per SFMTA standards, trees shall not be placed within 25 feet of intersections, to enhance pedestrian visibility and safety.
- Per SFPUC standards, new trees shall not be placed within 5 feet of water facilities, including water mains and water service laterals.
- Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF). For additional information visit <http://www.sfpublishworks.org/trees> or call 415-554-6700.

Plan Specifications

- Please include the following dimensions in future plan submittals: Existing and proposed sidewalk widths, proposed street tree species, adjacent ROW widths, curb radii , bulb-out dimensions, etc.

Street Improvements (construction within the public right-of-way)

- Infrastructure improvements within the public right-of-way will require a Street Improvement Permit from SF Public Works Bureau of Street Use & Mapping (BSM) and Street Improvement Plans. Depending on the scope of work the Plans should include the following plan sheets: Civil (grading, layout, utility erosion control, etc.), Landscaping (planting, irrigation, etc.), Electrical (lighting, photometrics, conduit, etc.), Joint Trench (power, telephone, and communication approved by the respective utility companies). Additional permits may be required. Visit <http://www.sfpublishworks.org/services/permits> for additional information or call 415-554-5810.

Encroachments into the Public Right-of-Way

- SF Public Works discourages any new encroachments into the public right-of-way. If new encroachments are proposed, show them on the plans. Examples of encroachments are: steps, warped driveways with diverters/planters, level landings, fire department connections (FDC), out swinging doors, bollards, etc. For new building construction, the Building Code does not allow building encroachments unless a variance to the Building Code is allowed by the DBI. If a variance is approved, a Minor Sidewalk Encroachment Permit (MSE) or other encroachment permit will be required from BSM. Most encroachment permits require public notification and, depending on the encroachment an annual assessment fee may be applied.

For SF Public Works permit information visit www.sfpublishworks.org or call 415-554-5810.

SFPUC- Water

- A hydraulic analysis will be required to confirm the adequacy of the water distribution system for proposed new potable, non-potable and fire water services. If the current distribution system pressures and flows are inadequate, the Project Sponsor will be responsible for any capital improvements required to meet the proposed project's water demands. To initiate this process, please contact the SFPUC Customer Service Bureau at 415-551-2900.
- The project sponsor will be required to design all applicable water facilities, including potable, fire-suppression, and non-potable water systems, to conform to the current SFPUC City Distribution Division (CDD) and San Francisco Fire Department (SFFD) standards and practices. These include, but are not limited to, the following:
 - SFPUC- CDD Protection of Existing Water and AWSS Facilities;
 - SFPUC Standards for the Protection of Water and Wastewater Assets;
 - Rules and Regulations Governing Water Service to Customers;
 - SFPUC- CDD Design Criteria for Potable Water Systems;
 - Application for Water Supply and Responsibility of Applicants;
 - San Francisco Fire Code and Reliability;
 - California Waterworks Standards; California Code of Regulations Titles 17 and 22
 - Auxiliary Water Supply System (AWSS) Distribution Piping.

For questions please contact cddengineering@sfwater.org.

REFERENCES

Please refer to the following design guidelines when revising the project's design.

BSP Street Furnishings Guidelines:

<http://www.sfbetterstreets.org/find-project-types/streetscape-elements/street-furniture-overview/>

BSP Guidelines for Special Paving in the Furniture Zone:

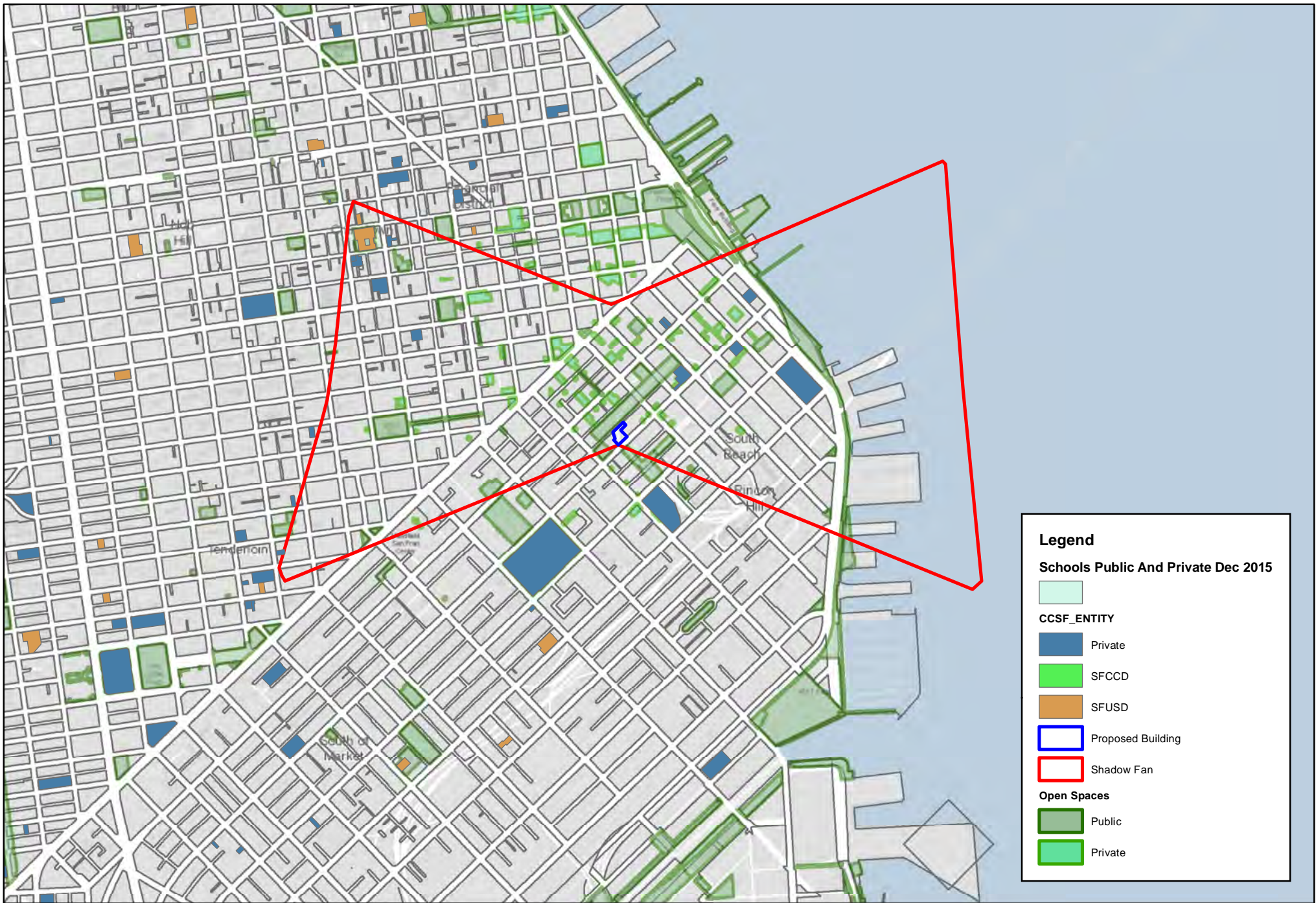
http://www.sfbetterstreets.org/find-project-types/streetscape-elements/sidewalk_paving/

BSP Sidewalk Landscaping Guidelines:

<http://www.sfbetterstreets.org/find-project-types/greening-and-stormwater-management/greening-overview/sidewalk-landscaping/>

San Francisco's Water Sewer, and Stormwater Requirements

<http://sfwater.org/modules/showdocument.aspx?documentid=4748/>



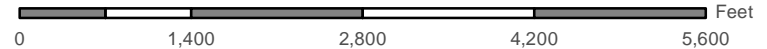
Title: 542-550 Howard St- Preliminary Shadow Fan Analysis

Comments: Proposed Building Height: 806' feet (to top of parapet, including mechanical features)

Printed: 9 November, 2016



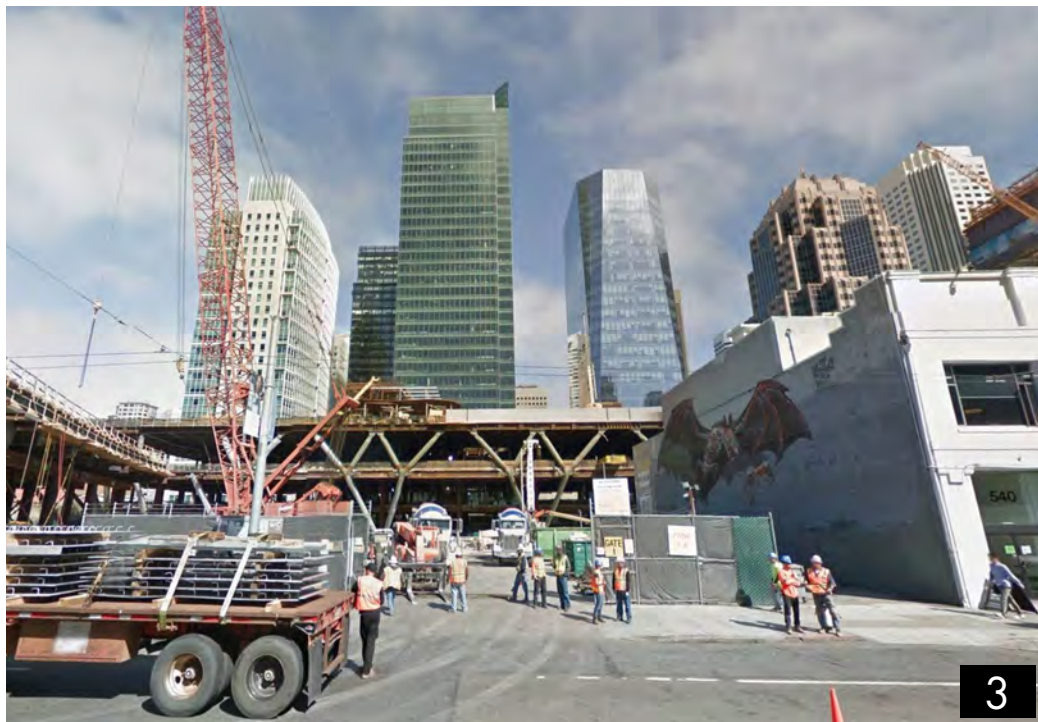
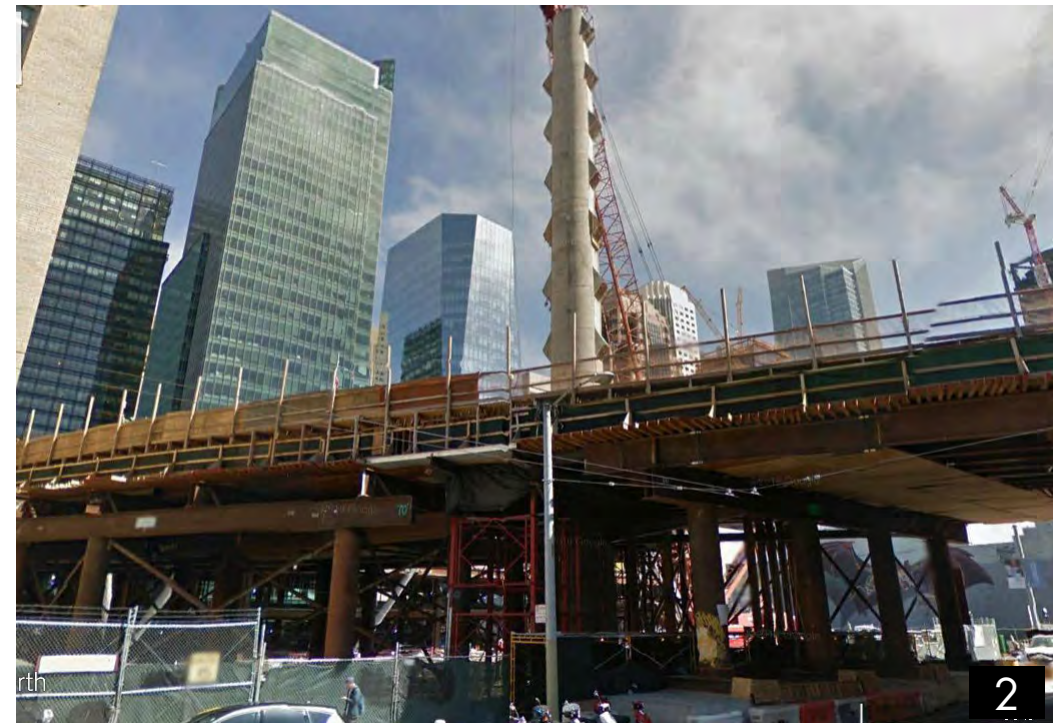
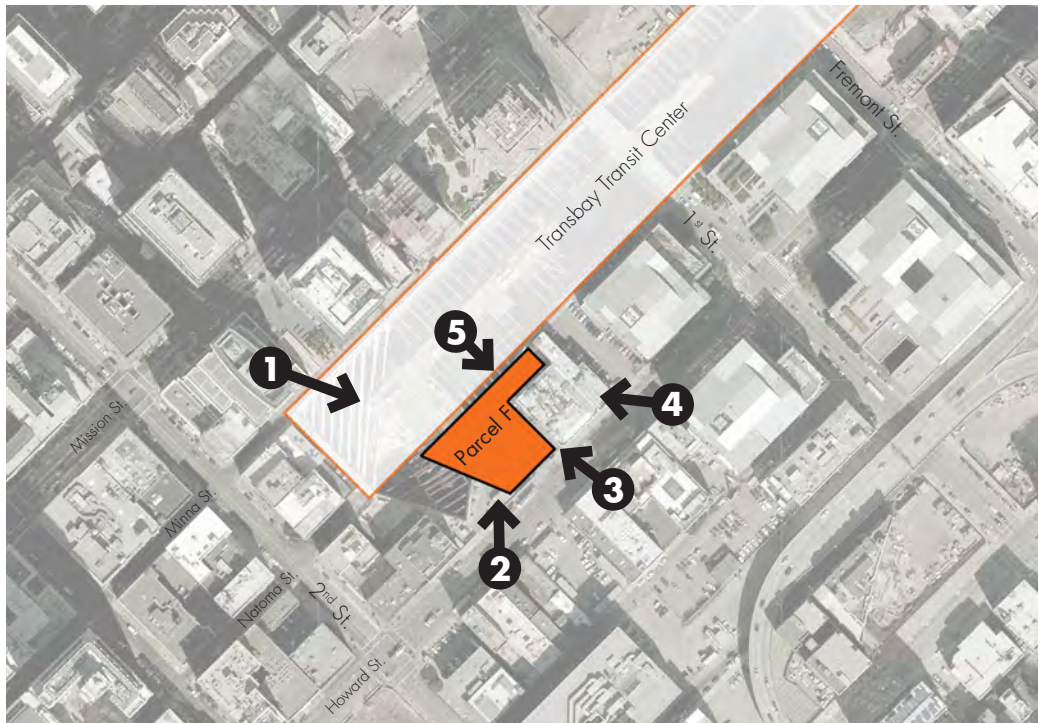
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MINNA STREET

NATOMA STREET

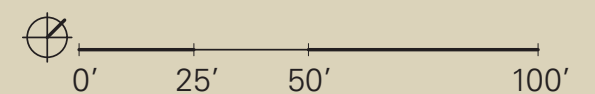
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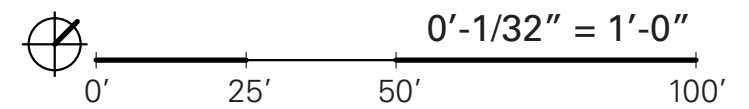
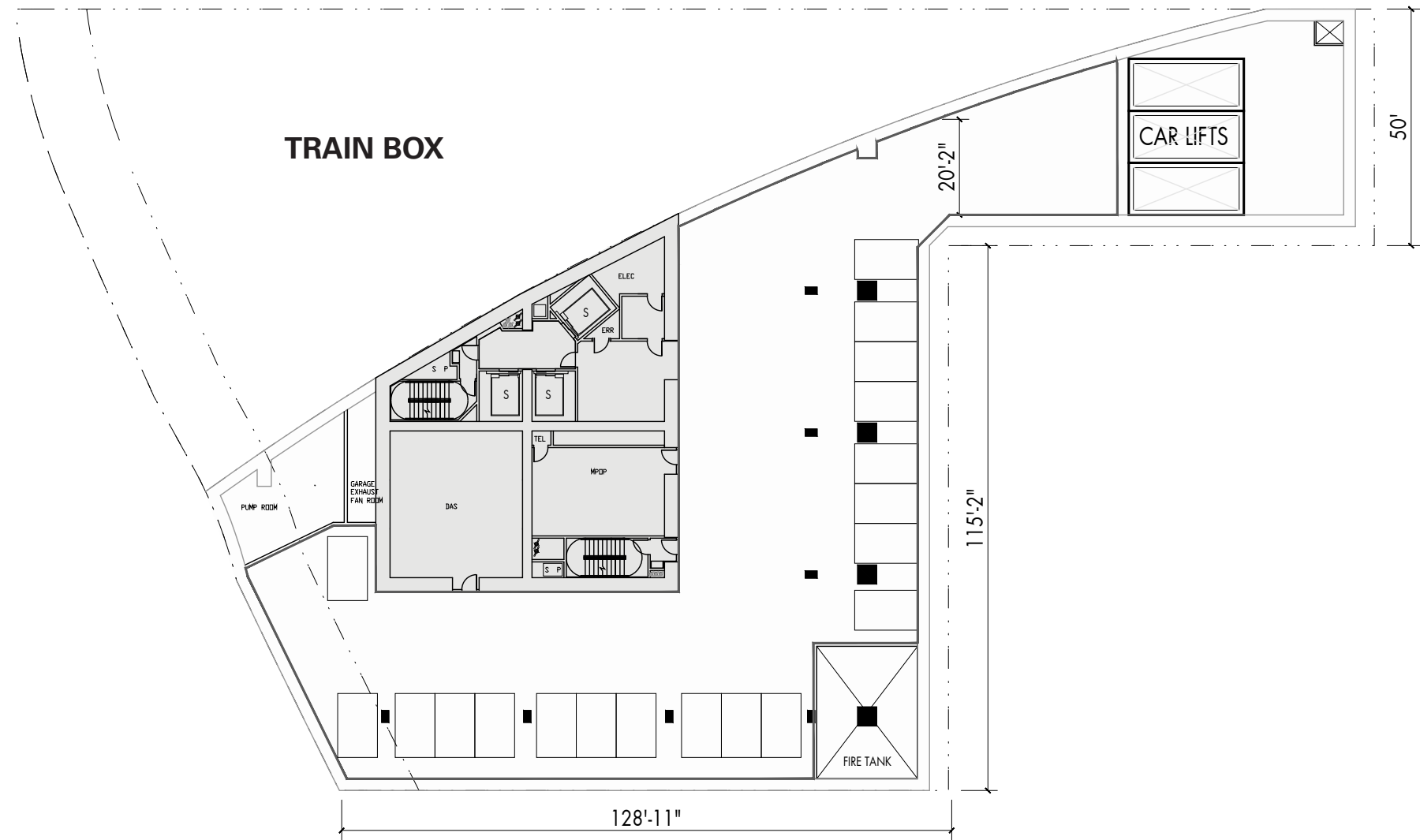
HOWARD STREET

540 Howard

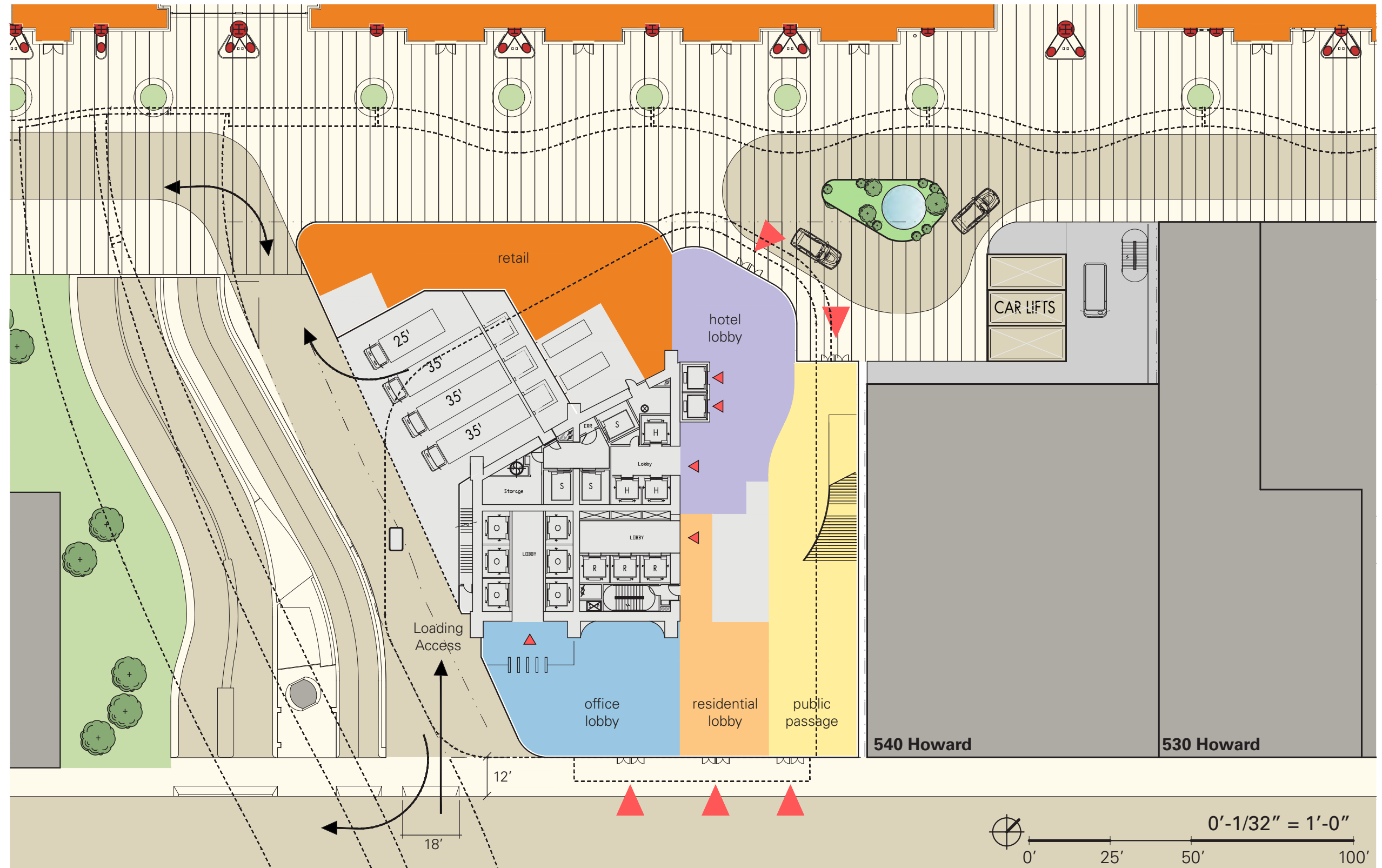
530 Howard

- RESIDENTIAL
- OFFICE
- HOTEL
- B.O.H / MECH
- AMENITIES
- RETAIL
- PUBLIC LOBBY

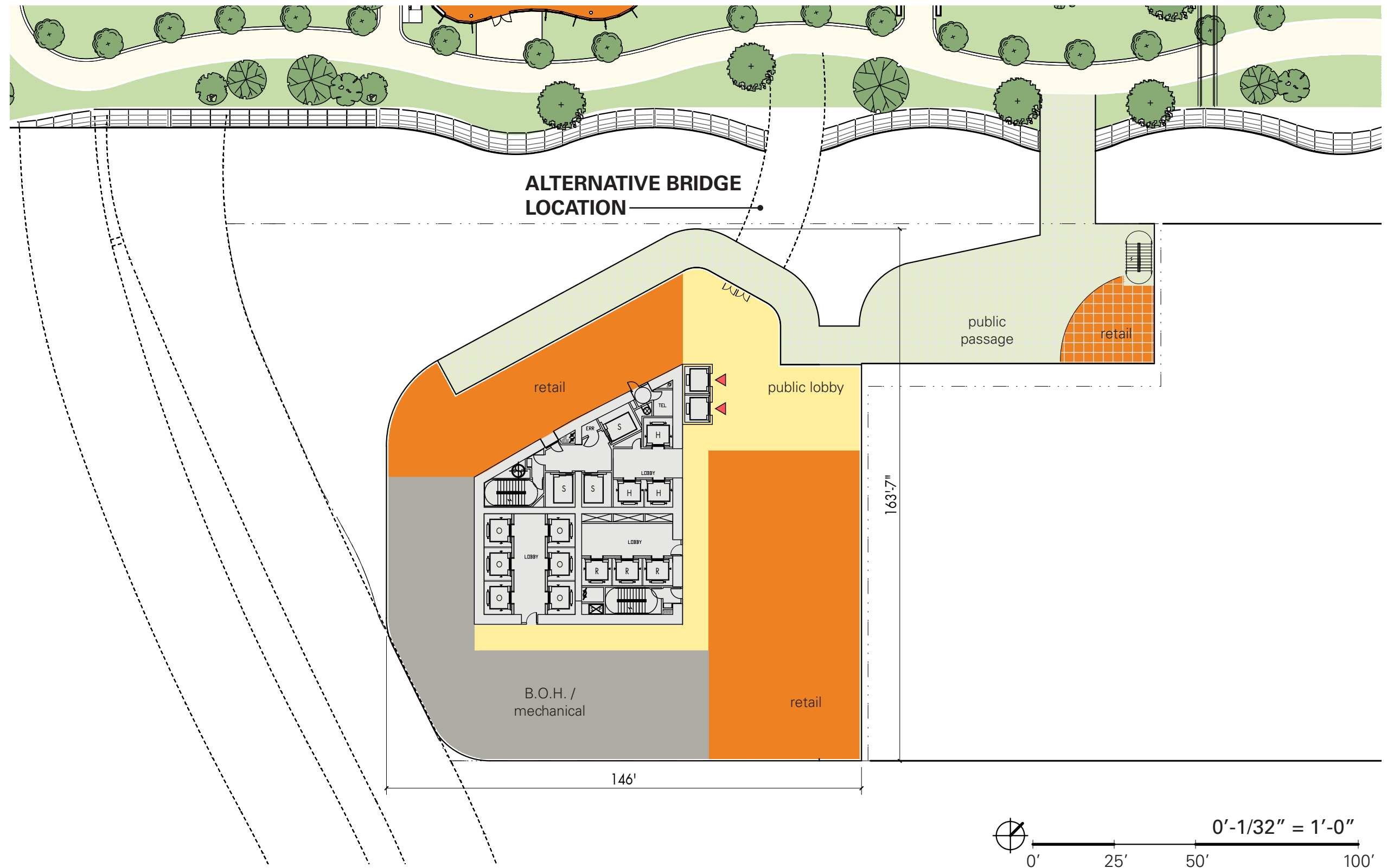




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PERIMETER AREA = 19,150 SF

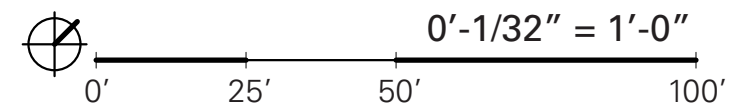
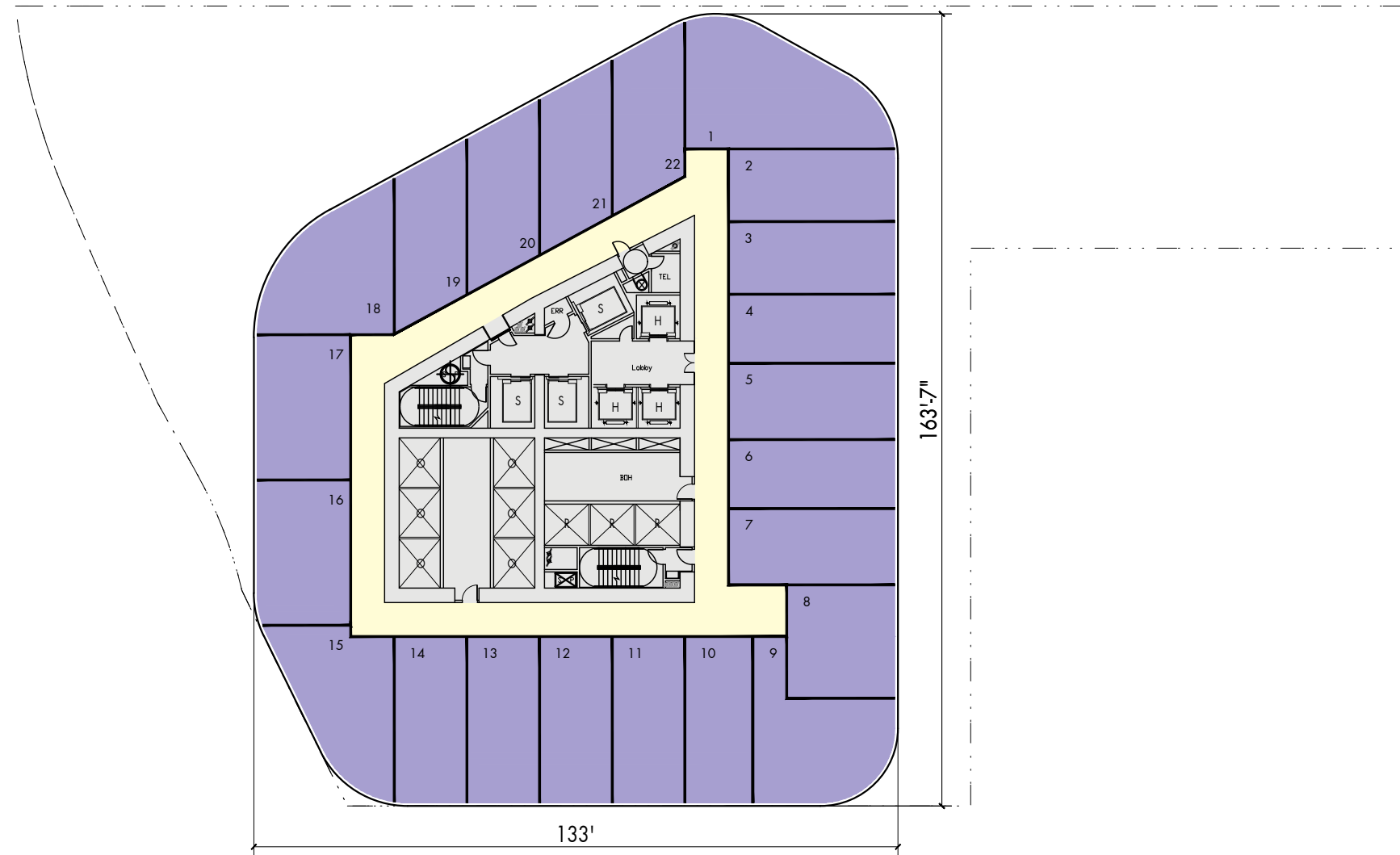


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PERIMETER AREA = 21,675 SF



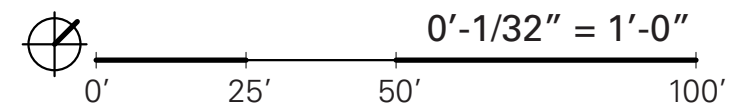
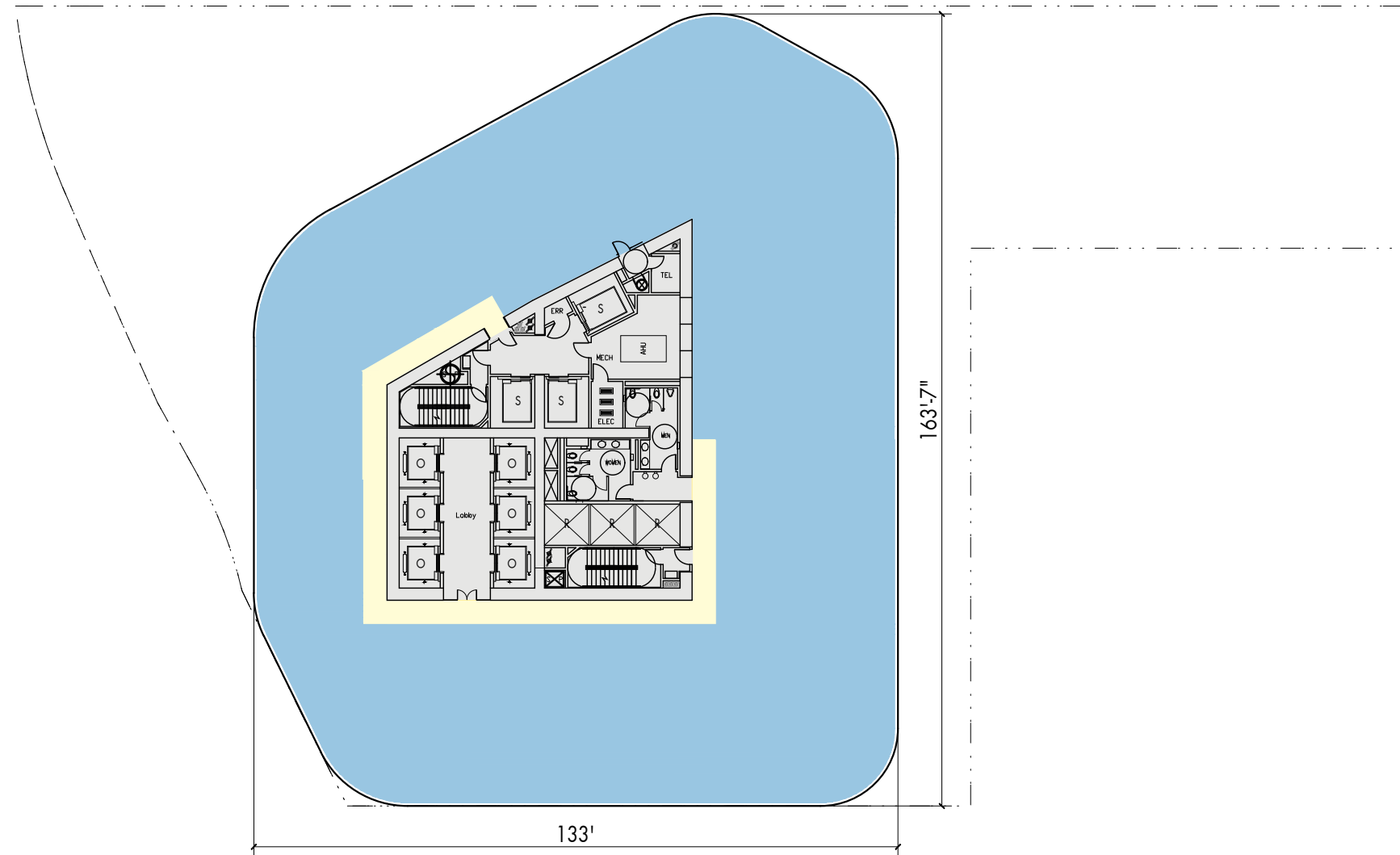
- RESIDENTIAL
- OFFICE
- HOTEL
- B.O.H. / MECH
- AMENITIES
- RETAIL
- PUBLIC LOBBY

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PERIMETER AREA = 22,000 SF



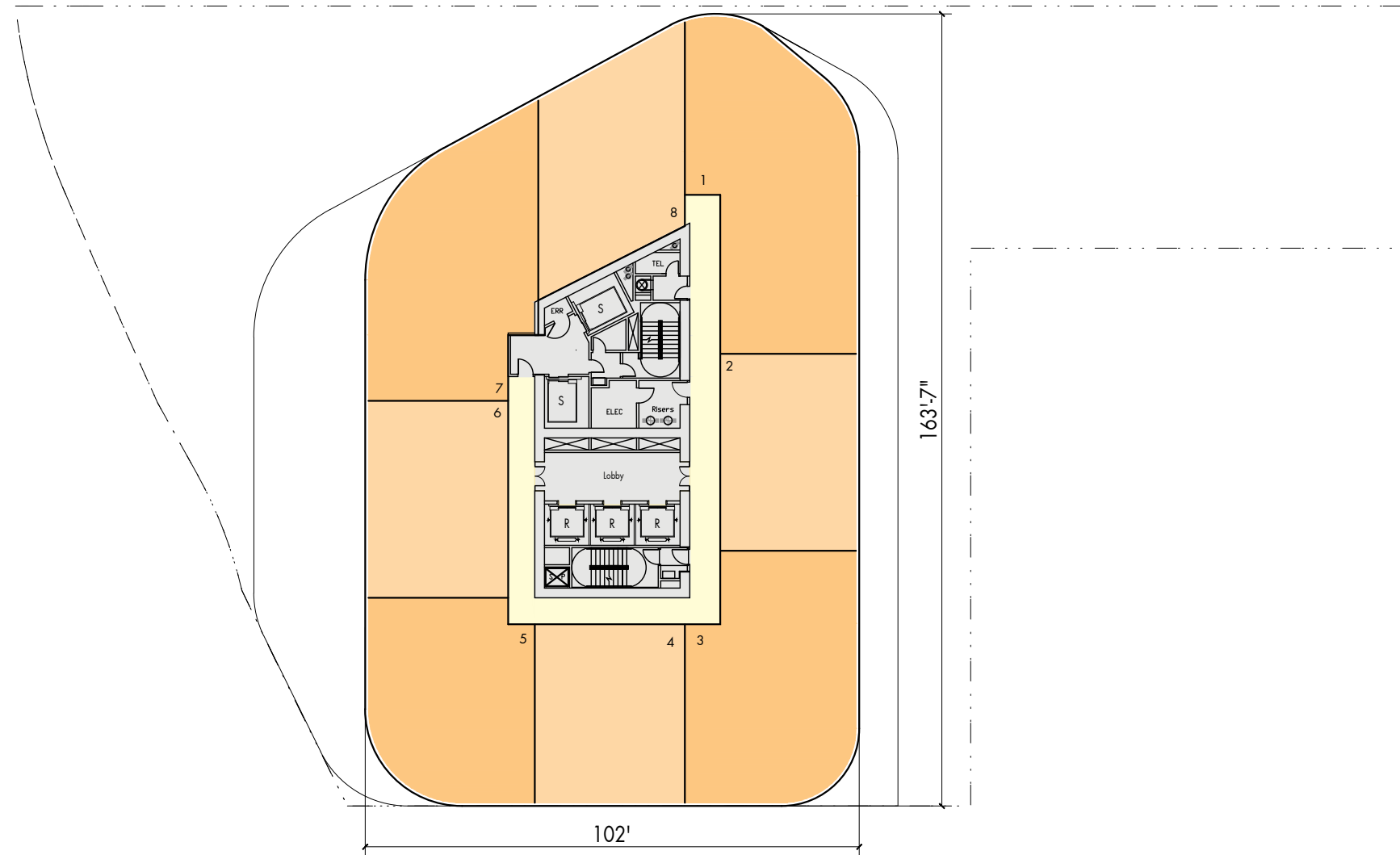
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PERIMETER AREA = 18,700 SF
APPROXIMATELY 22 KEYS / FLR

- RESIDENTIAL
- OFFICE
- HOTEL
- B.O.H. / MECH
- AMENITIES
- RETAIL
- PUBLIC LOBBY

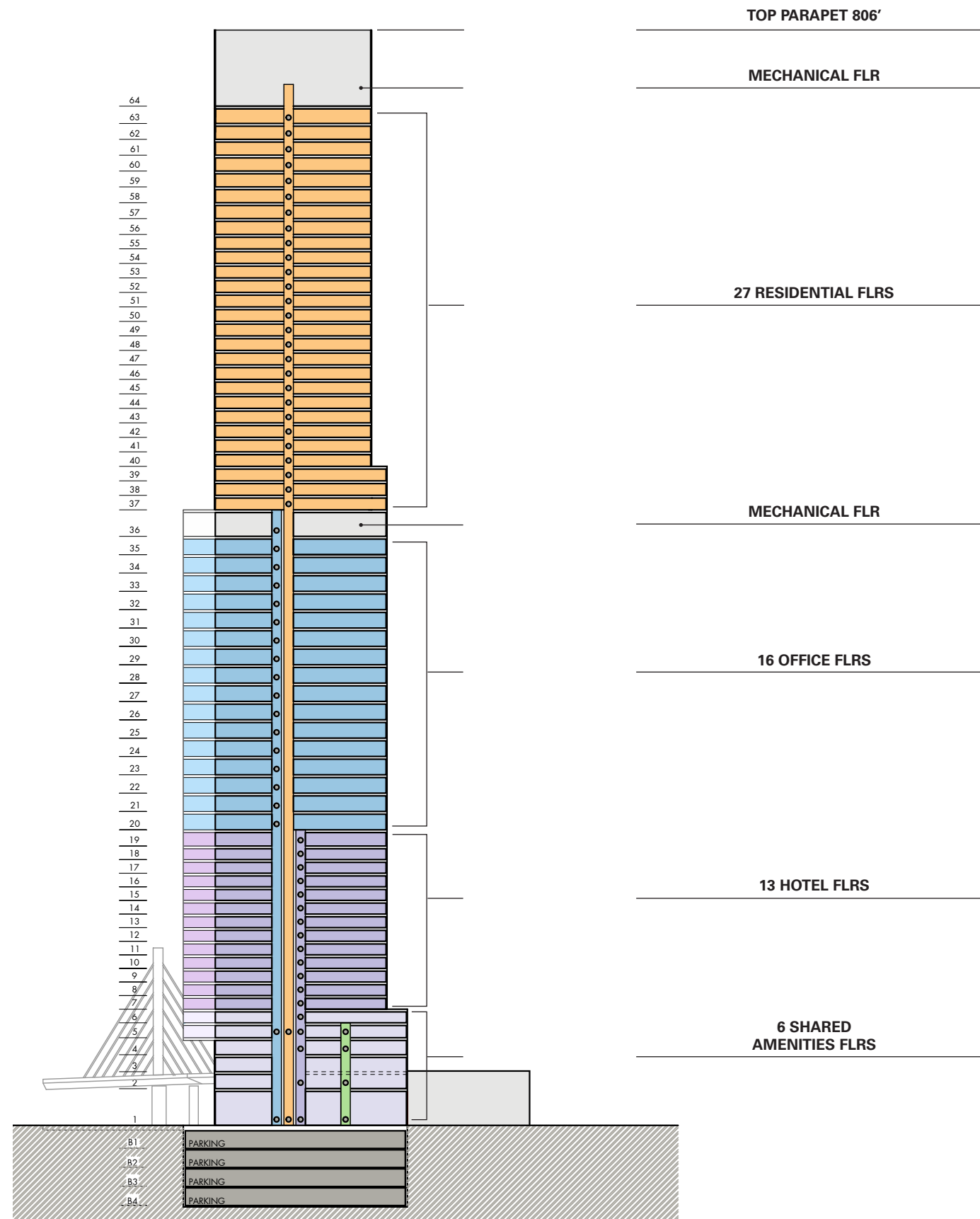


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PERIMETER AREA = 18,700 SF

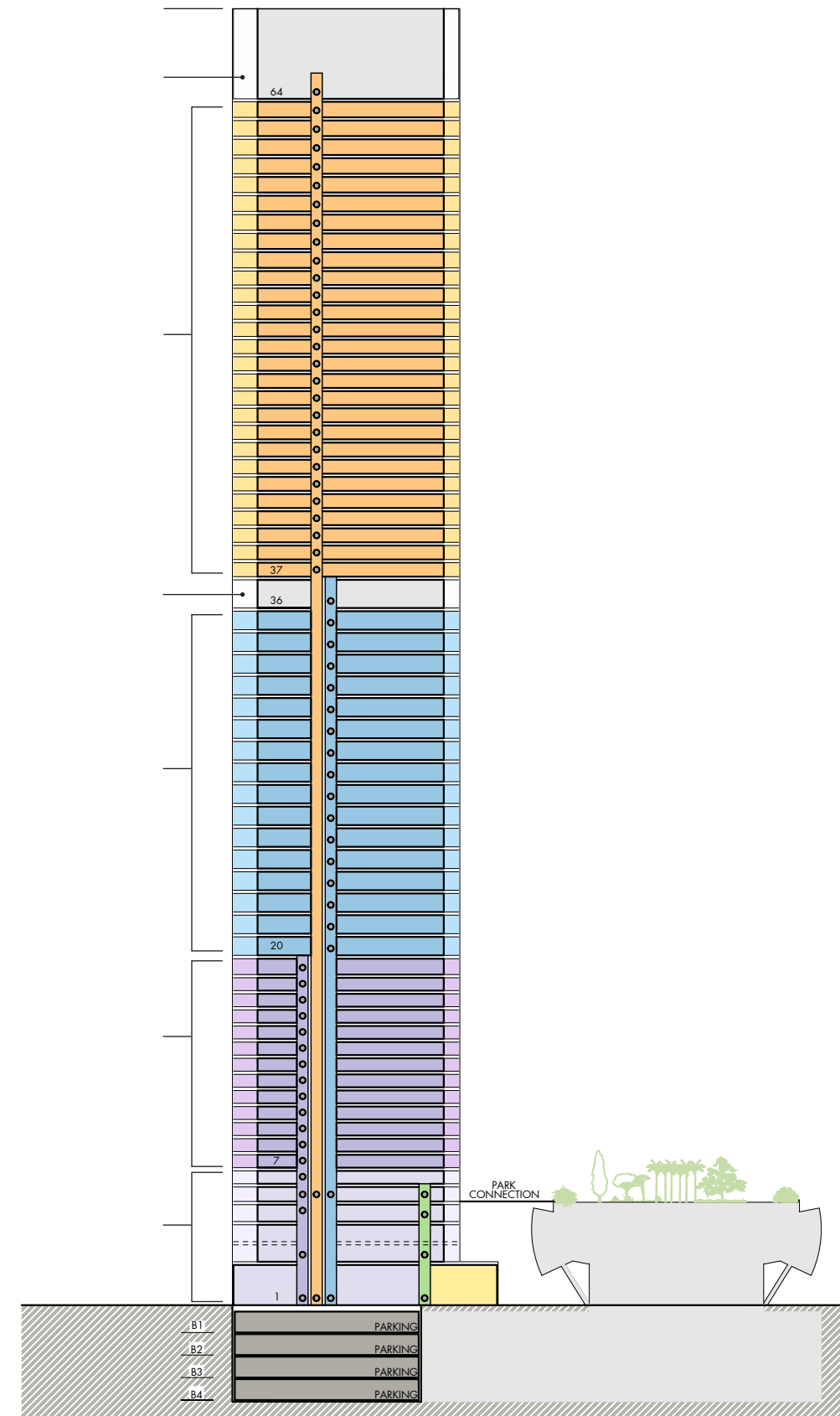
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- B.O.H / MECH
- AMENITIES
- RETAIL
- PUBLIC LOBBY



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 PERIMETER AREA = 15,000 SF
 APPROXIMATELY 8 UNITS / FLR



E-W SECTION



N-S SECTION

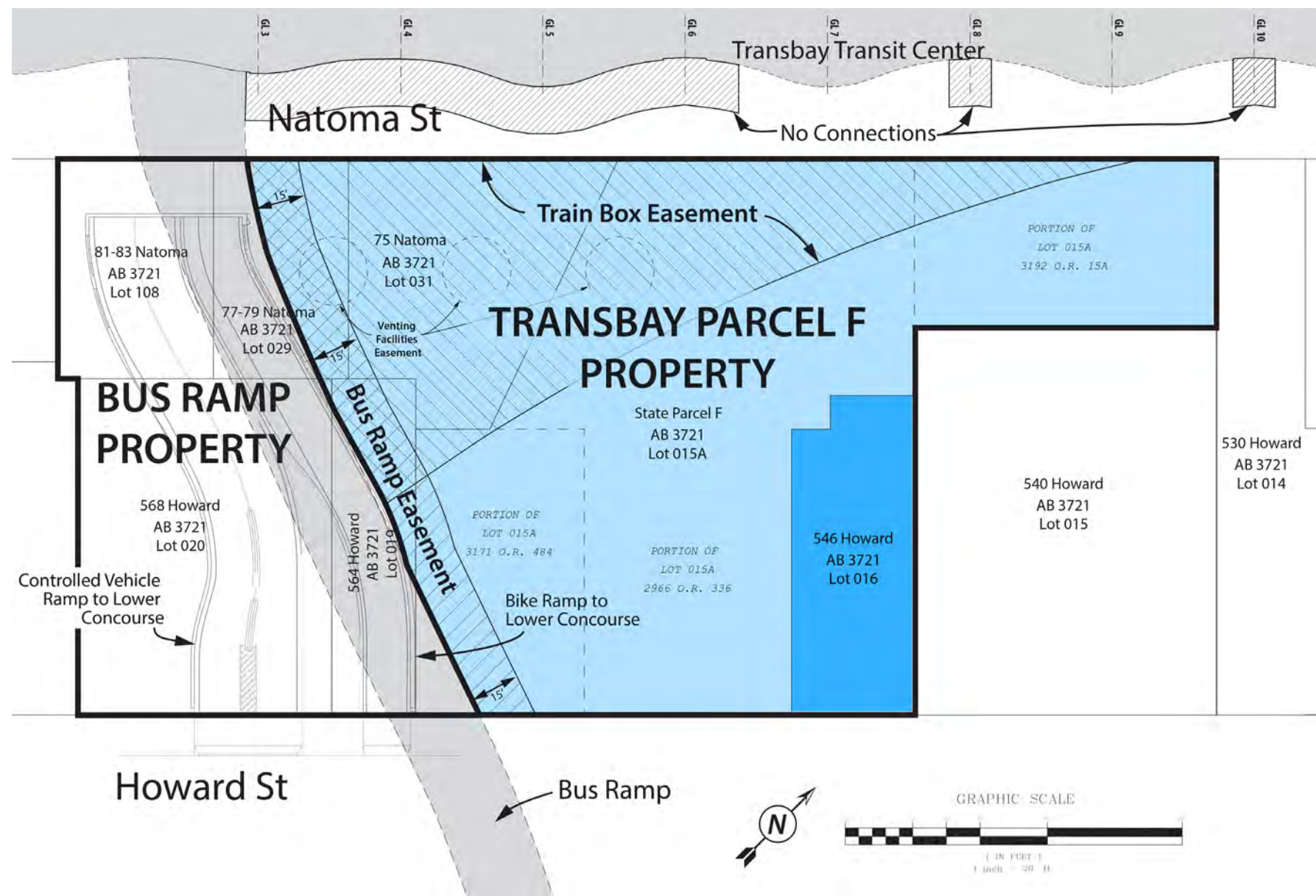
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- AMENITIES
- RETAIL
- PUBLIC LOBBY
- PUBLIC ELEVATOR



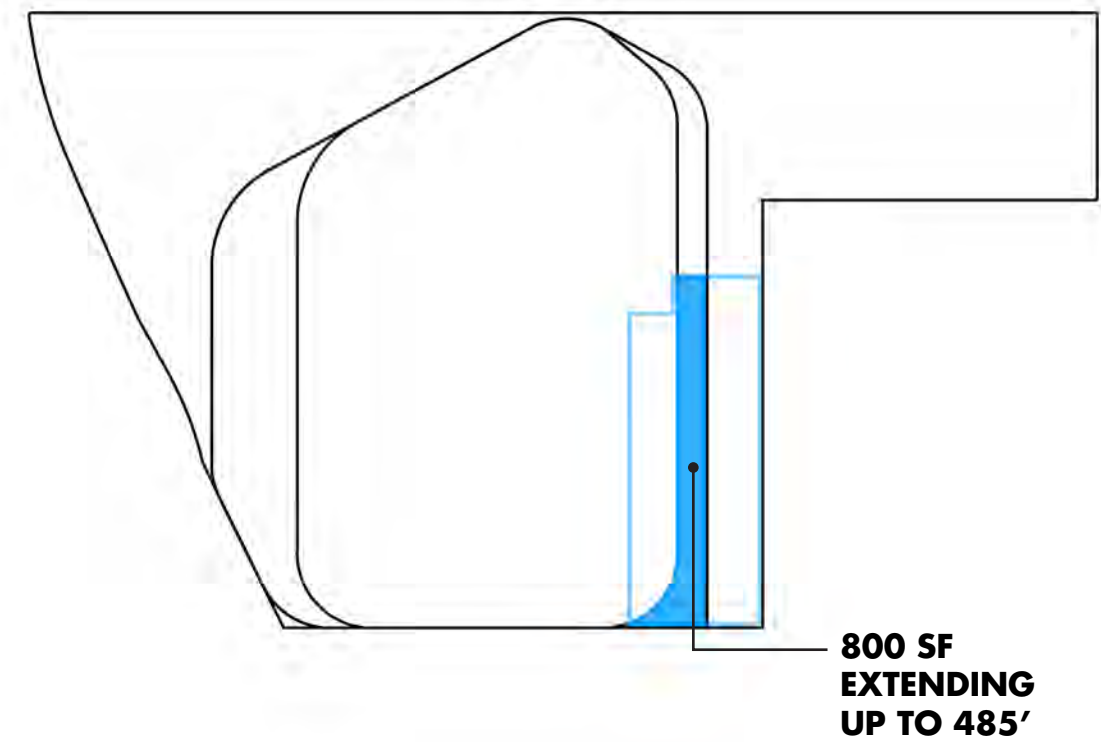
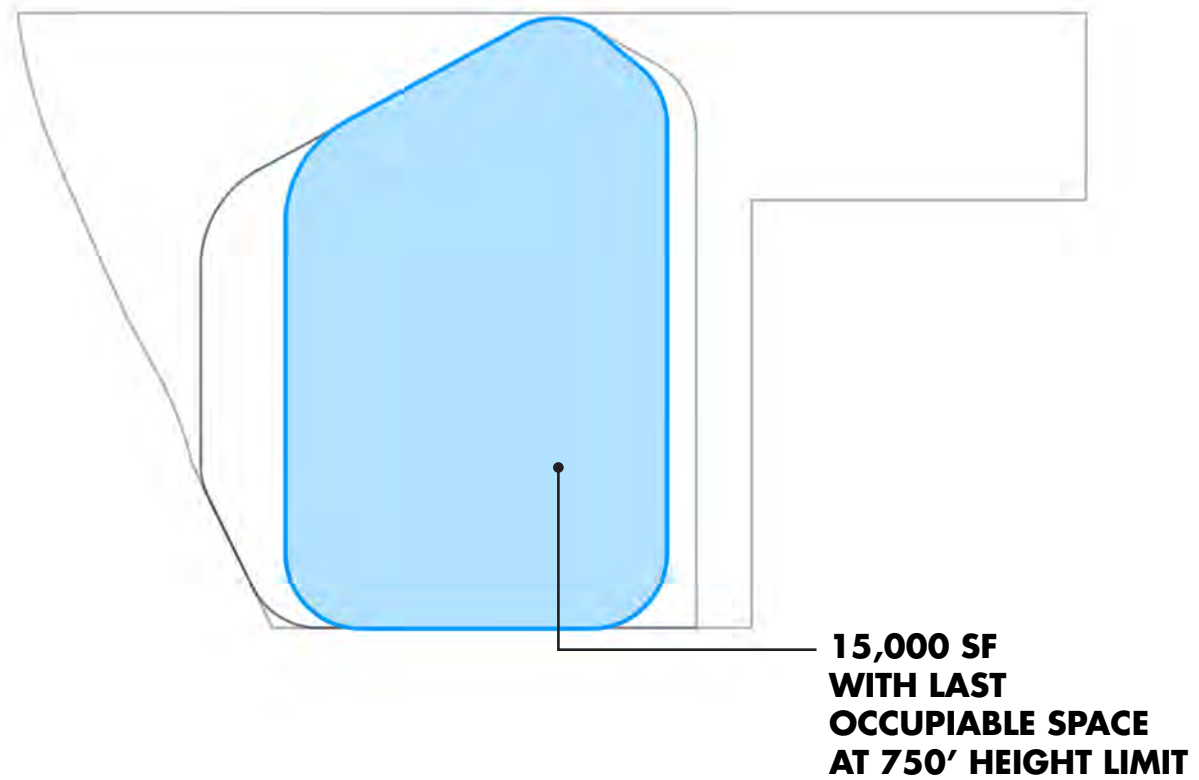
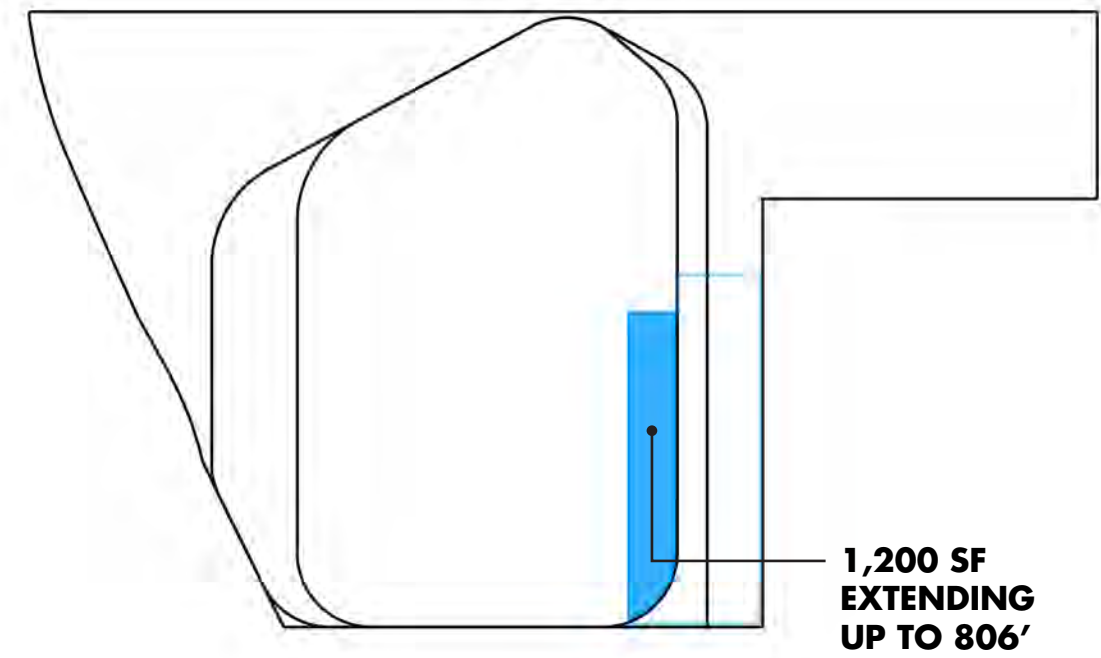
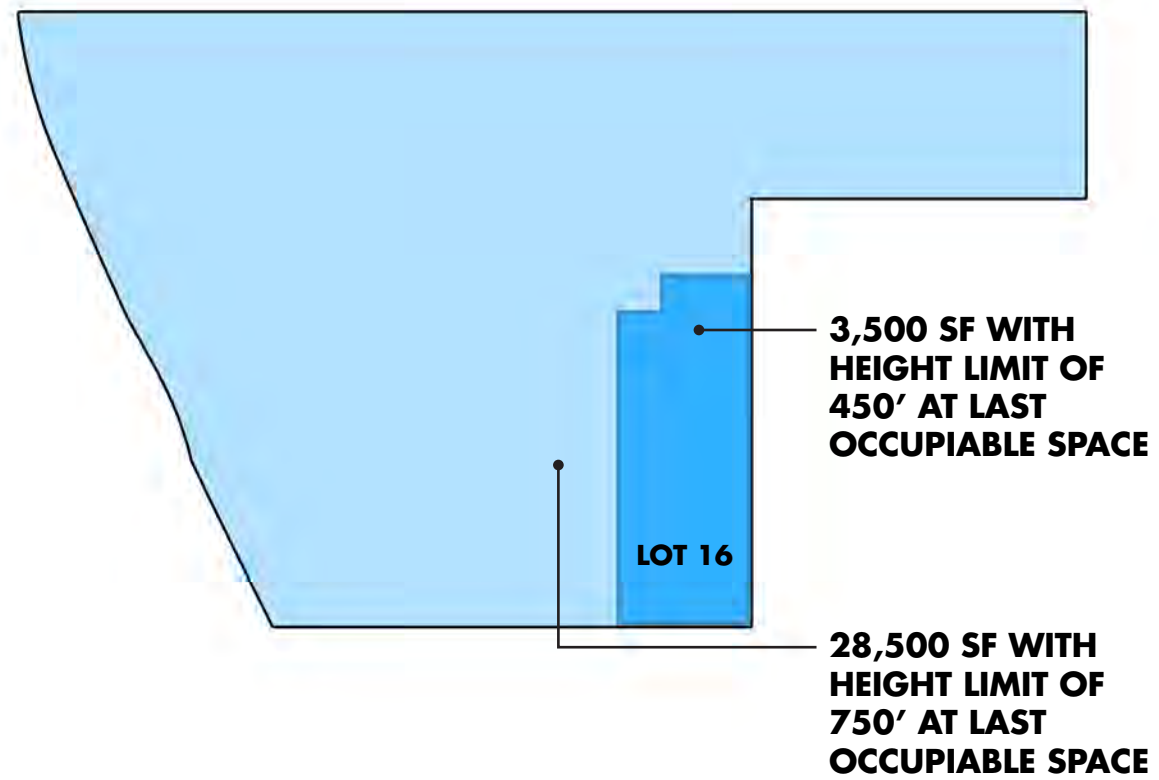
View 1

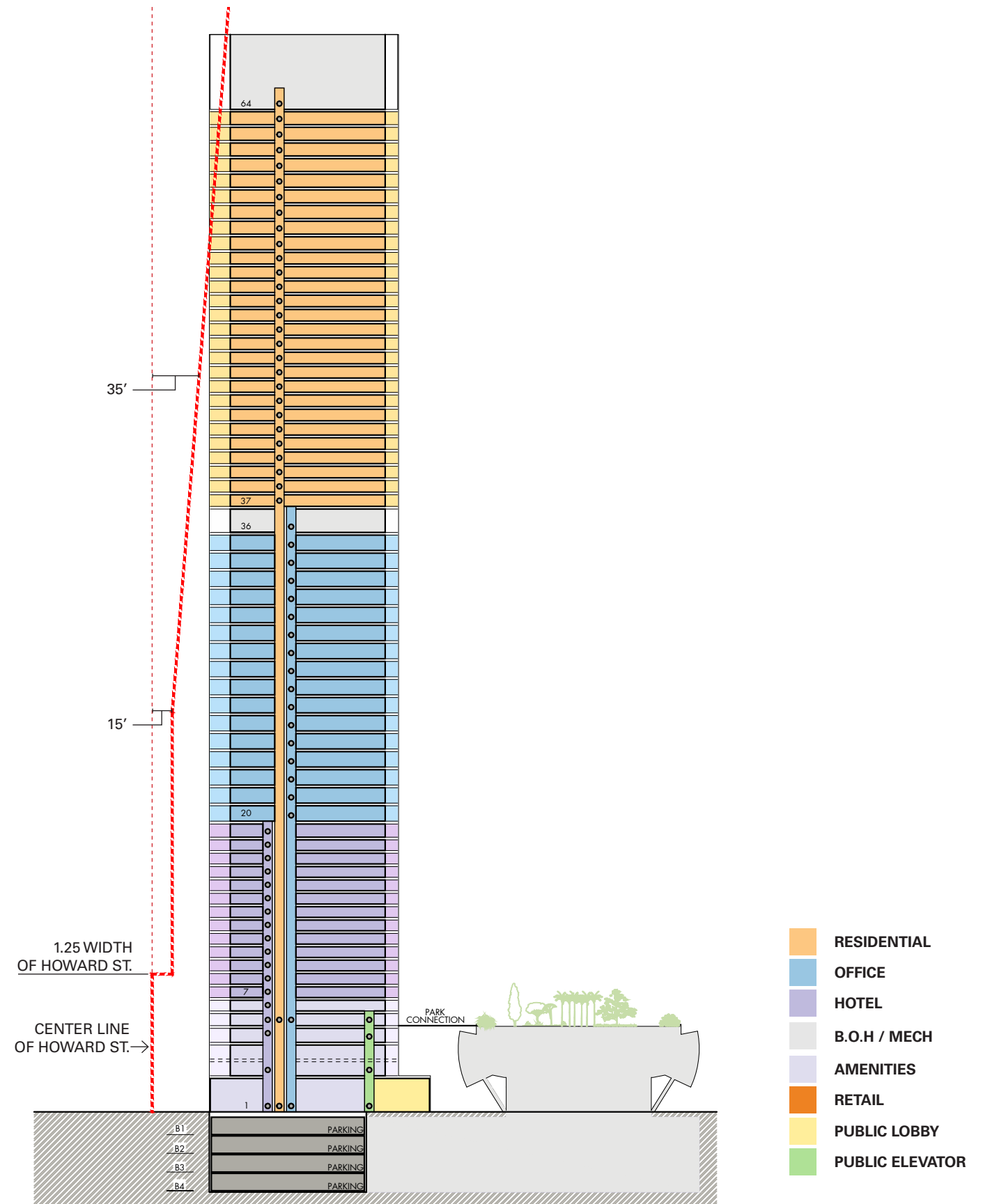
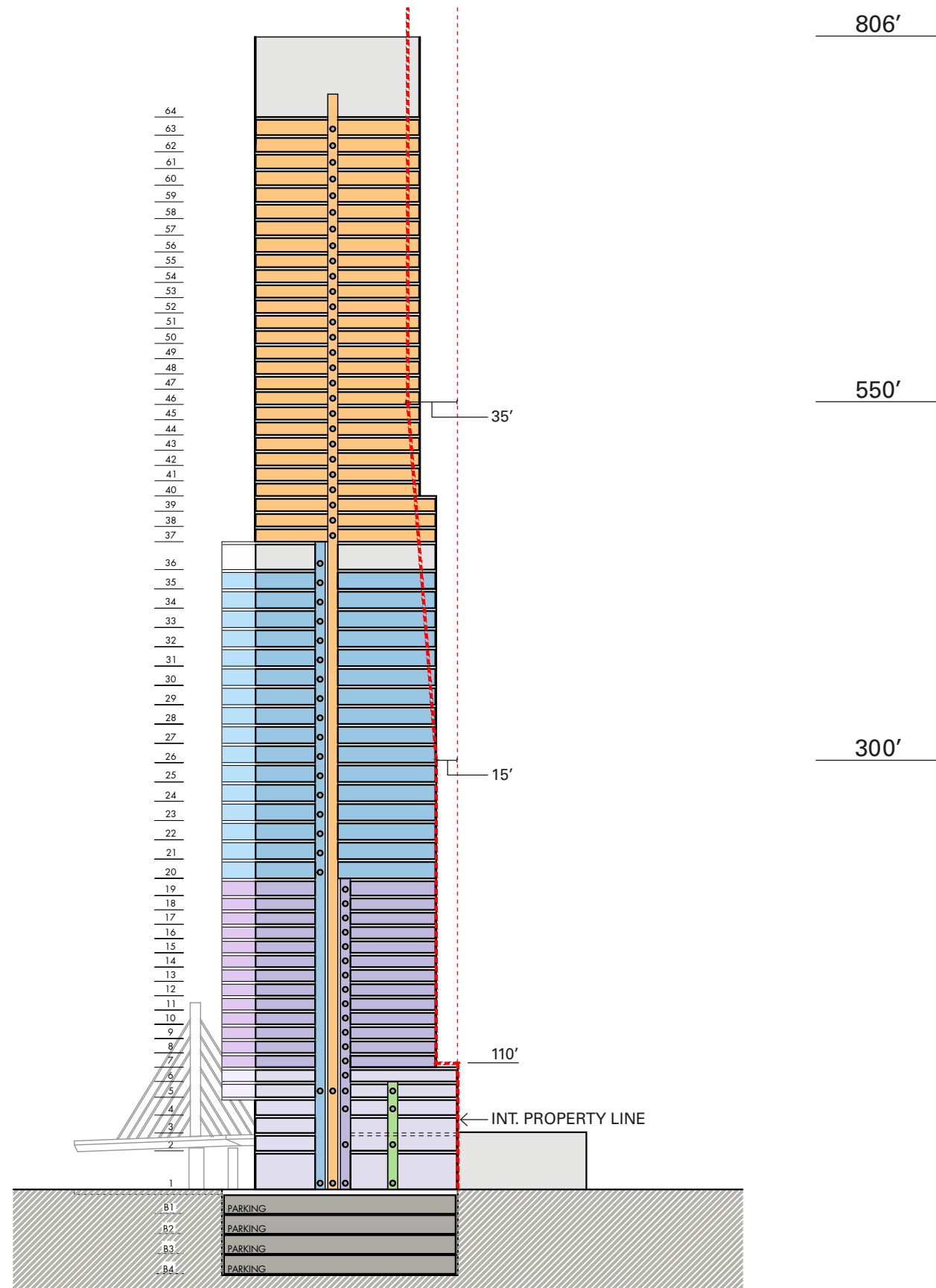


View 2



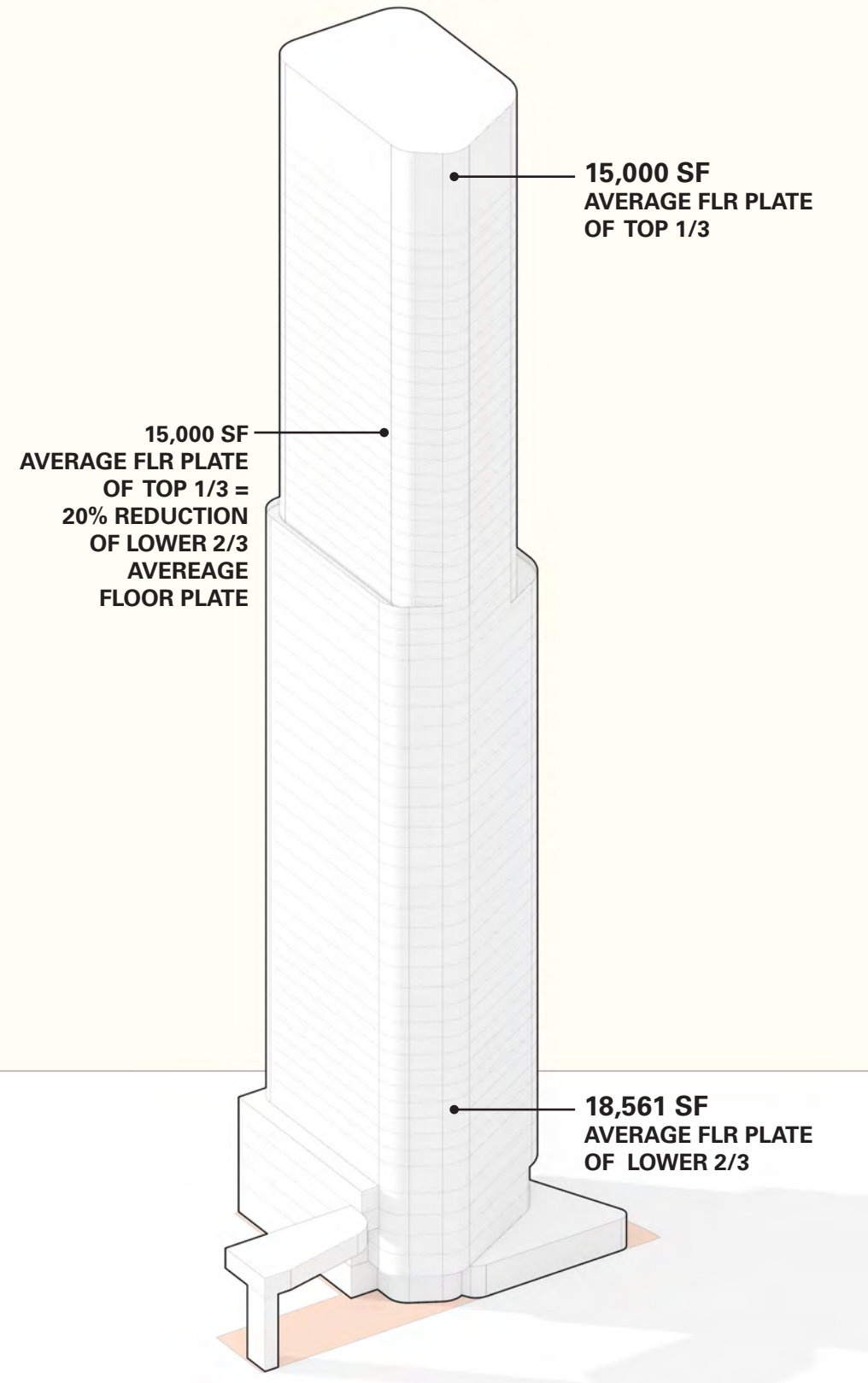
- 450'-S HEIGHT / BULK DISTRICT
- 750'-S 2 HEIGHT / BULK DISTRICT
- EASEMENT IN FAVOR OF TJPA & USAGE RESTRICTION



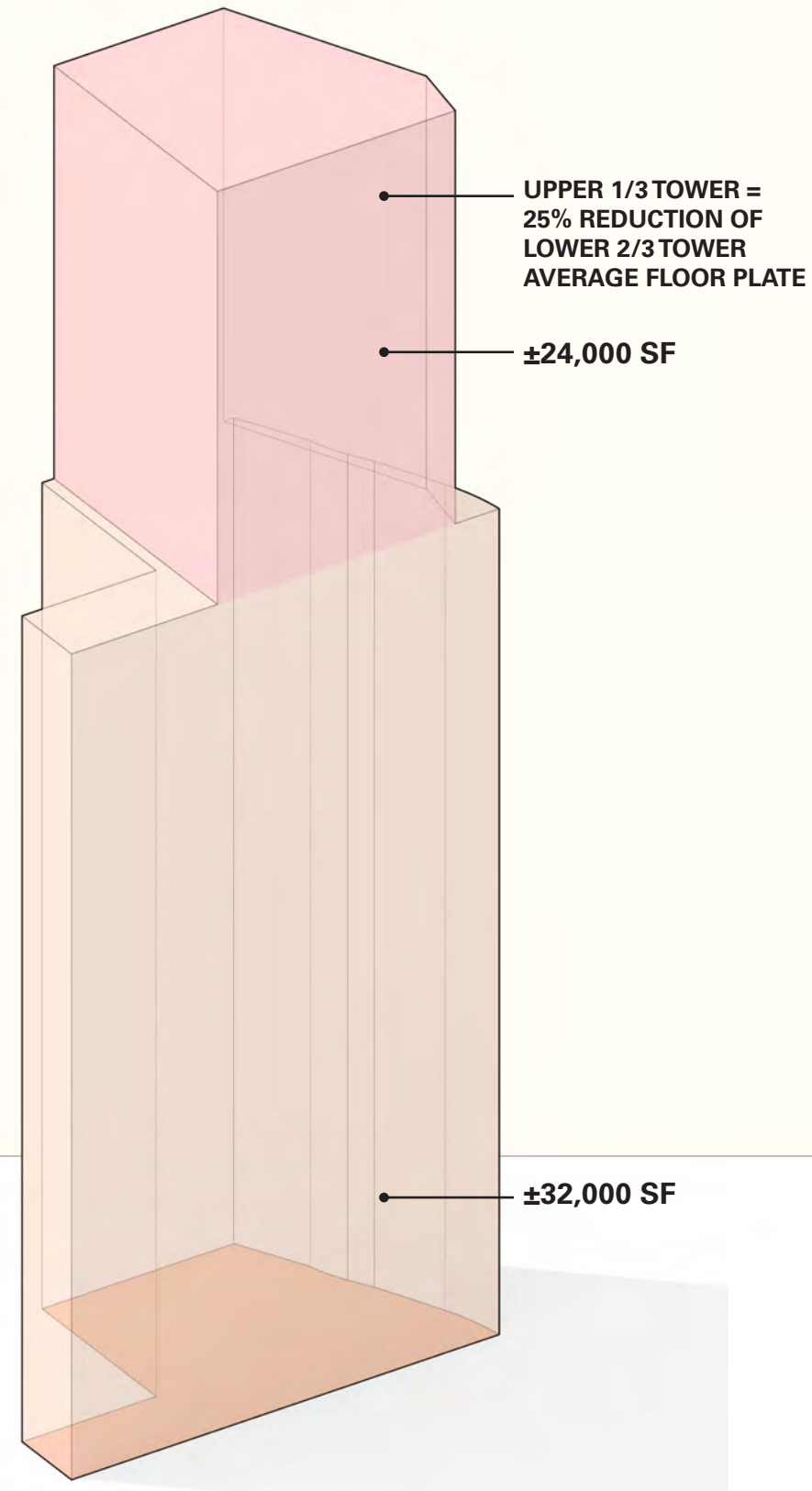


- RESIDENTIAL
- OFFICE
- HOTEL
- B.O.H / MECH
- AMENITIES
- RETAIL
- PUBLIC LOBBY
- PUBLIC ELEVATOR

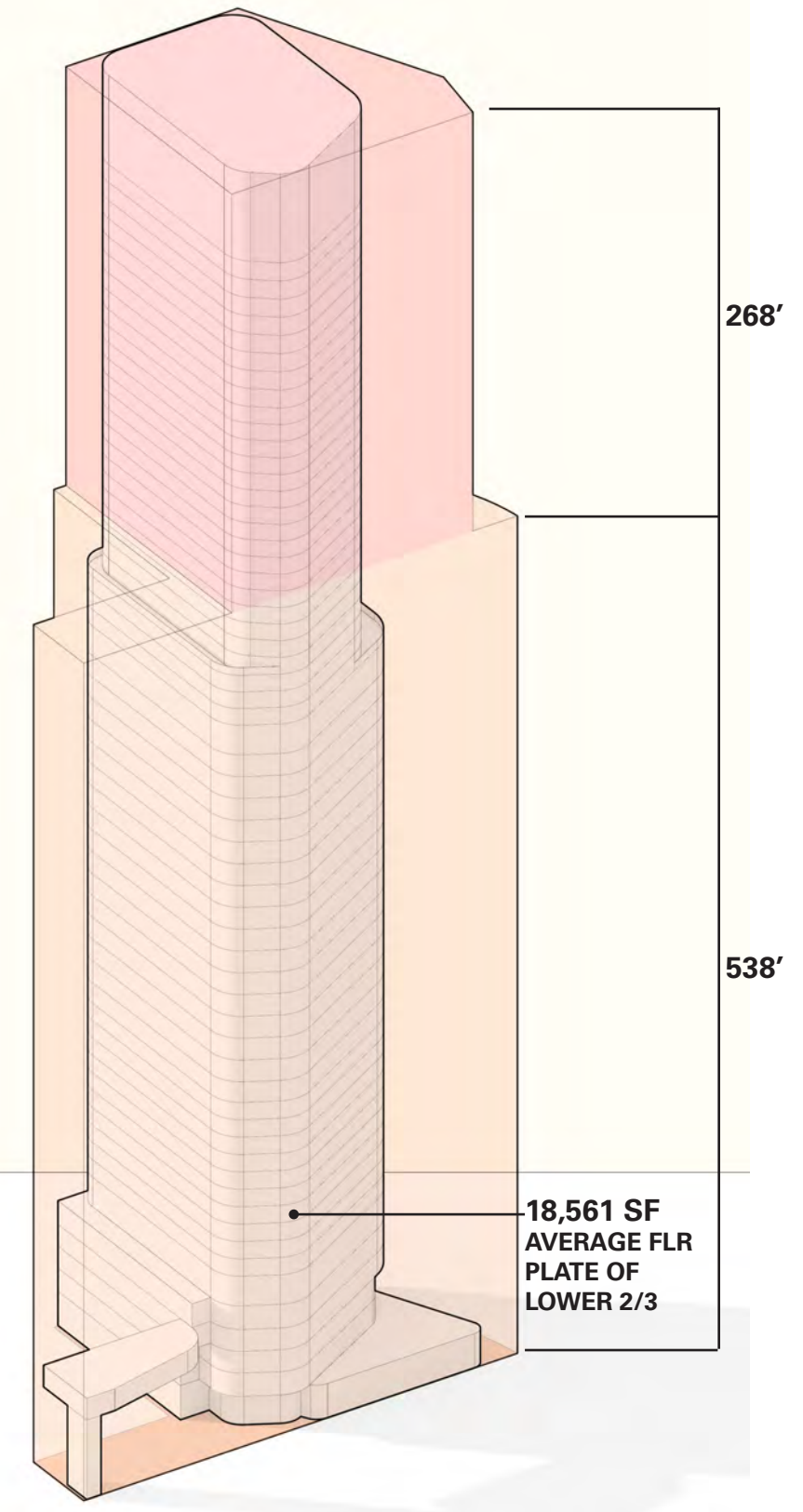
PROPOSED



PERMITTED

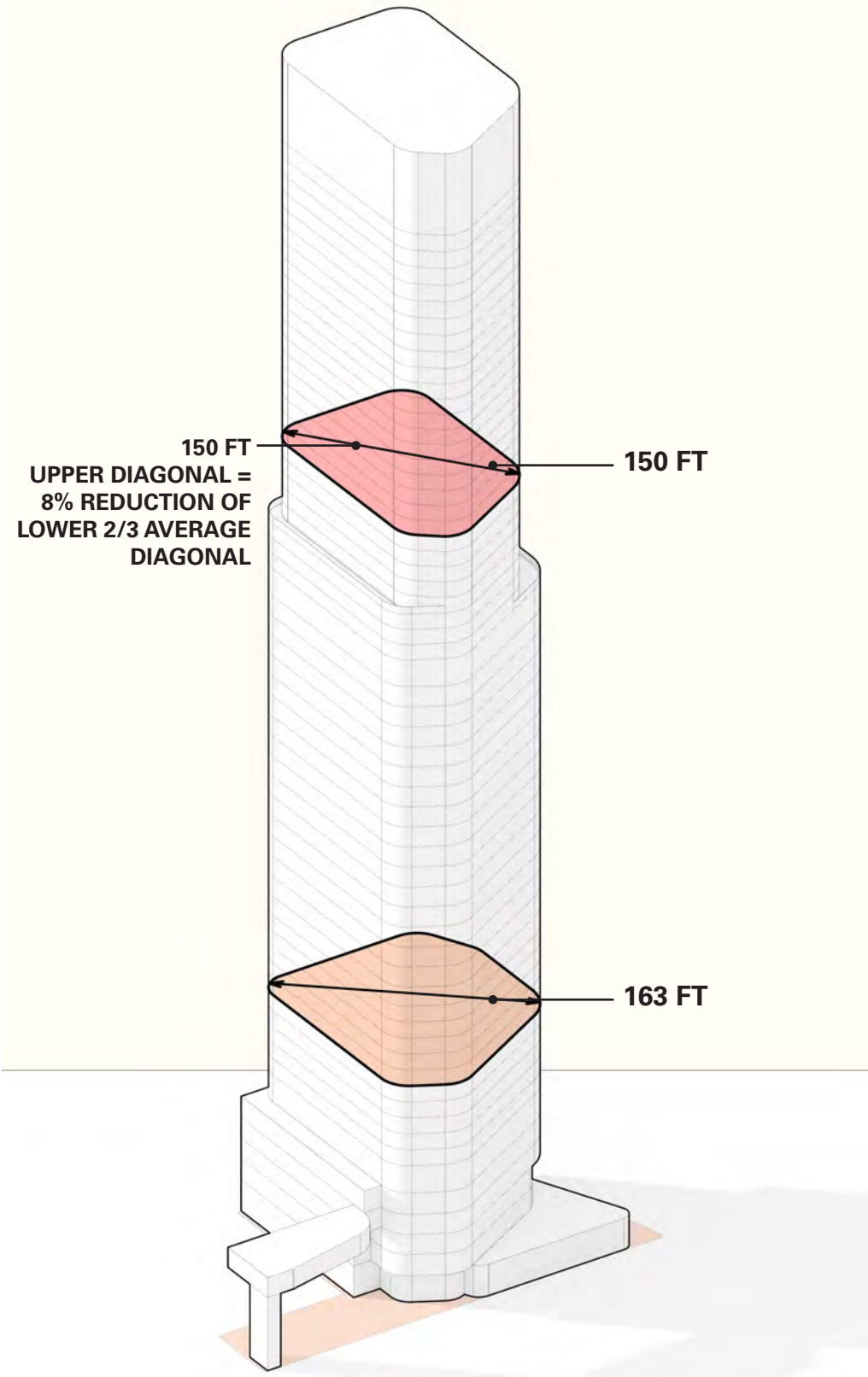


PROPOSED v. PERMITTED

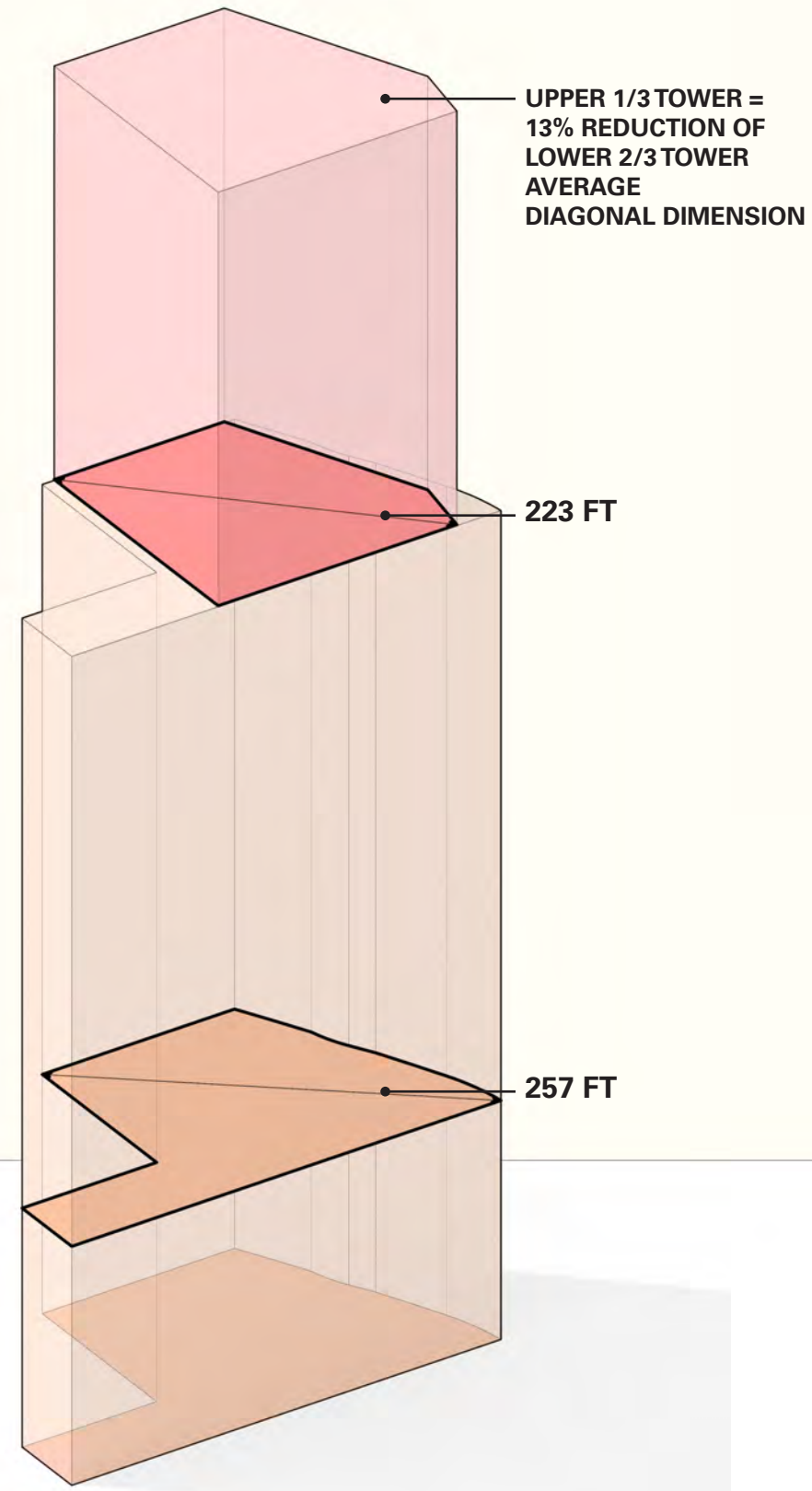


Bulk: Area Reduction

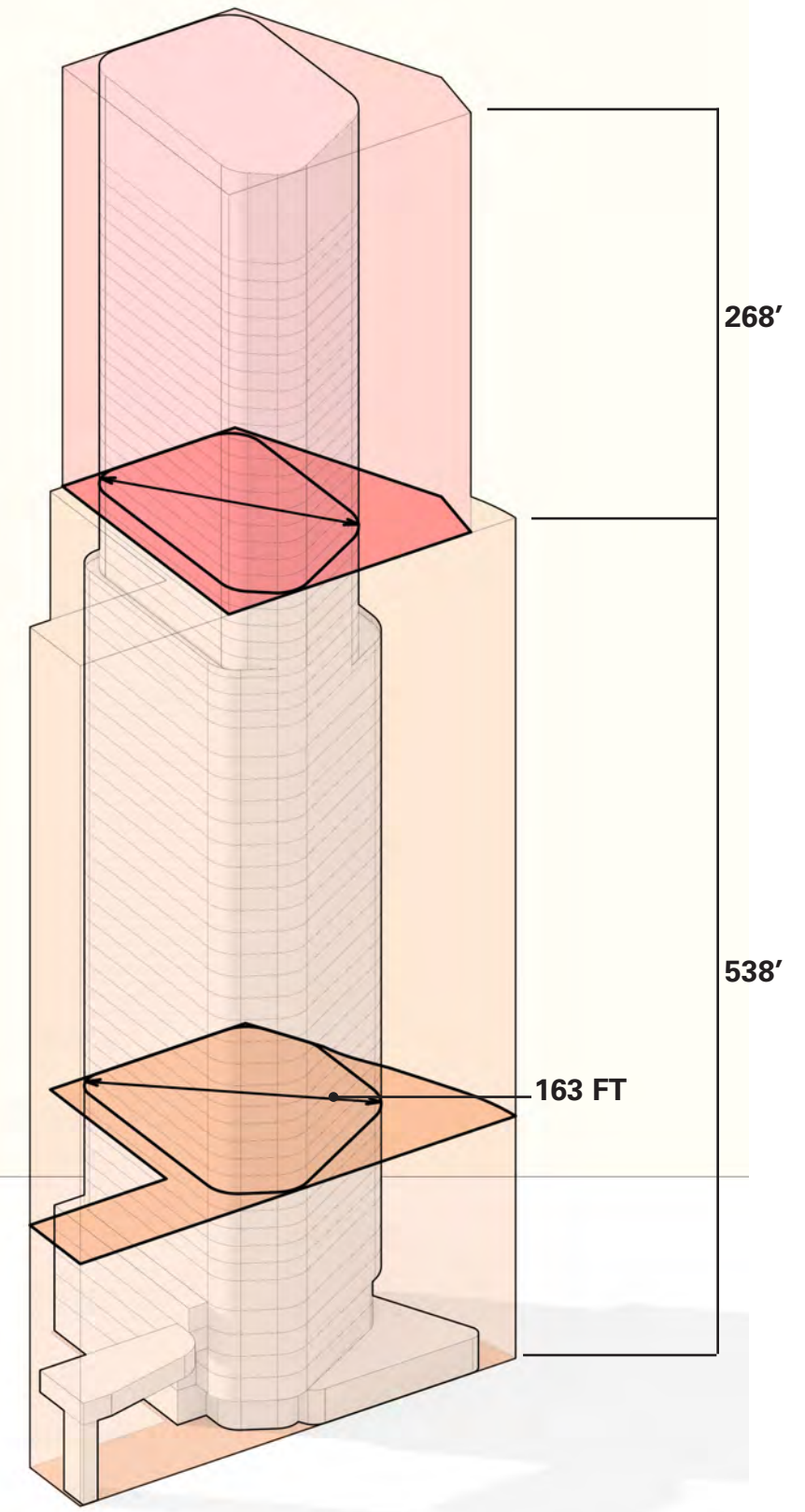
PROPOSED



PERMITTED



PROPOSED v. PERMITTED



Bulk: Diagonal Reduction

Level	Perimeter Area	Deducts per Code	Residential GSF	Office GSF	Hotel GSF	Shared Amenities GSF	CCSF Gross Area Above/Below Grade
64	15,000	15,000	0	0	0	0	0
63	15,000	276	14,724	0	0	0	14,724
62	15,000	276	14,724	0	0	0	14,724
61	15,000	276	14,724	0	0	0	14,724
60	15,000	276	14,724	0	0	0	14,724
59	15,000	276	14,724	0	0	0	14,724
58	15,000	276	14,724	0	0	0	14,724
57	15,000	276	14,724	0	0	0	14,724
56	15,000	276	14,724	0	0	0	14,724
55	15,000	276	14,724	0	0	0	14,724
54	15,000	276	14,724	0	0	0	14,724
53	15,000	276	14,724	0	0	0	14,724
52	15,000	276	14,724	0	0	0	14,724
51	15,000	276	14,724	0	0	0	14,724
50	15,000	276	14,724	0	0	0	14,724
49	15,000	276	14,724	0	0	0	14,724
48	15,000	276	14,724	0	0	0	14,724
47	15,000	276	14,724	0	0	0	14,724
46	15,000	276	14,724	0	0	0	14,724
45	15,000	276	14,724	0	0	0	14,724
44	15,000	276	14,724	0	0	0	14,724
43	15,000	276	14,724	0	0	0	14,724
42	15,000	276	14,724	0	0	0	14,724
41	15,000	276	14,724	0	0	0	14,724
40	15,000	276	14,724	0	0	0	14,724
39	16,247	276	15,971	0	0	0	15,971
38	16,247	276	15,971	0	0	0	15,971
37	16,247	910	15,337	0	0	0	15,337
36	18,700	18,700	0	0	0	0	0
35	18,700	770	0	17,930	0	0	17,930
34	18,700	770	0	17,930	0	0	17,930
33	18,700	770	0	17,930	0	0	17,930
32	18,700	770	0	17,930	0	0	17,930
31	18,700	770	0	17,930	0	0	17,930
30	18,700	770	0	17,930	0	0	17,930
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25	18,700	770	0	17,930	0	0	17,930
24	18,700	770	0	17,930	0	0	17,930
23	18,700	770	0	17,930	0	0	17,930
22	18,700	770	0	17,930	0	0	17,930
21	18,700	770	0	17,930	0	0	17,930
20	18,700	770	0	17,930	0	0	17,930
19	18,700	458	0	0	18,242	0	18,242
18	18,700	458	0	0	18,242	0	18,242
17	18,700	458	0	0	18,242	0	18,242
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10	18,700	458	0	0	18,242	0	18,242
9	18,700	458	0	0	18,242	0	18,242
8	18,700	458	0	0	18,242	0	18,242
7	18,700	458	0	0	18,242	0	18,242
6	18,700	2,143	0	0	0	16,557	16,557
5	22,000	22,000	0	0	0	0	0
4	22,000	437	0	0	0	21,563	21,563
3	18,563	18,563	0	0	0	0	0
2	18,563	437	0	0	0	18,126	18,126
1	21,675	10765	0	0	0	10,910	10,910
B1	19,150		0	0	0	0	0
B2	19,150		0	0	0	0	0
B3	19,150		0	0	0	0	0
B4	19,150		0	0	0	0	0
Total	1,182,842	114,405	400,655	286,880	237,146	67,156	991,837

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.
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
6: Ground floor lobby circulation space

BIKE PARKING SUMMARY

	Residential	Hotel	Office	Shared Amenities	Total No.
GSF	-	-	286,880	67,156	
# of Units	200	250	-	-	
Class1 Code	100 Class1 spaces + 1 Class1 space/4units over 100 units	1 Class1 space/30 rooms	1 Class1 spaces/5,000sf	1 Class1 space/7,500SF - -	
Class1 Total	125.0	8.3	57.4	9.0	199.7
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	10 Class2 spaces for 50,000SF + 1 Class2 space / add. 10,000SF	
Class2 Total	10.0	10.3	7.7	16.7	44.7

OPEN SPACE SUMMARY

	Required Open Space	Proposed Open Space	Notes
Residential: 200 units			
36 SF Private Open Space x 102 units	3,700	3,700	Terrace at 37L & 34L
48 SF Common Open Space x 98 units	4,704	0	
Commercial: 587,882 SF			
1 SF of Open Space / 50 SF	11,758	3,900	Bus Easement
	-	3,300	Drop-Off
	-	3,100	Gr. Flr. Passage
	-	1,500	2L Terrace
	-	3,500	Bridge & 5L Terrace
	-	3,700	6L Terrace
TOTAL OPEN SPACE	20,162	22,700	Planning Code 138(g) (some Open Space is Shared Residential/ POPOS)

PARKING SUMMARY

PROGRAM	Allowable Parking	Reference
NON-RESIDENTIAL	12,276 SF	SF PLANNING CODE SEC 151.1 (c), (d), (f) 3.5% OF GROSS
HOTEL (250 KEYS)	15 STALLS	SF PLANNING CODE SEC.151 1 CAR PER 16 GUEST BED ROOMS
RESIDENTIAL (200 UNITS)	100 STALLS	SF PLANNING CODE SEC. 151.1 (f) 0.5 CAR PER 1 UNIT

NON-RESIDENTIAL ALLOWABLE PARKING CALCULATION	CCSF	309 EXCEPTION
OFFICE	286,880 SF	
LEVEL 6	16,557 SF	
LEVEL 4	18,263 SF	
LEVEL 2	18,126 SF	
LEVEL 1	10,910 SF	
	350,736 SF	12,276 SF

NUMBER OF CAR SHARE PARKING STALLS		Reference
NON-RESIDENTIAL	2	SF PLANNING CODE SEC 166
HOTEL	0	SF PLANNING CODE SEC. 166
DWELLING	2	SF PLANNING CODE SEC. 166
TOTAL CAR SHARE	4	

CODE ITEM	Required/Permitted	Proposed	Action Requested
HEIGHT LIMIT AND BULK DISTRICT	LOT 16 & 20 = 450-S LOT 15A, 19, 29 & 31 = 750-S 2 7.5% ADDITION MAY EXTEND ABOVE THE PERMITTED HEIGHT	CHANGE HEIGHT TO 750 AND BULK DISTRICT TO S-2 (ON LOT 16 ONLY)	ZONING MAP AMENDMENT
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 80% OF LOWER 2/3 AVERAGE FLOOR PLATE (Please refer to pg.15 of this booklet)	309 EXCEPTION
	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 92% OF LOWER 2/3 AVERAGE DIAGONAL (Please refer to pg.16 of this booklet)	309 EXCEPTION
SETBACKS (\$132.1)	ESTABLISH A DISTINCTIVE STREETWALL AT A HEIGHT BETWEEN 50' TO 110' FOR NOT LESS THAN 40% OF THE LINEAR FRONTAGE AT ALL STREET FRONTAGE	FAÇADE PROVIDES GREATER DEGREE OF ARTICULATION UP TO 110' TO KEEP IN CHARATER WITH THE STREETWALL CONCEPT BUT DOES NOT COMPLY WITH THE 10' SETBACK REQUIREMENT FOR 40% OF THE FRONTAGE ON HOWARD STREET	309 EXCEPTION
	SEPARATION OF TOWERS FROM AN INTERIOR PROPERTY LINE	15' SEPARATION OF TOWER FROM INTERIOR PROPERTY LINE UP TO A HEIGHT OF 485' AND 23' SEPARATION FROM 485' UPWARDS (Please refer to pg.14 of this booklet)	309 EXCEPTION
	SEPARATION OF TOWERS AT PUBLIC STREETS	ENCROACHMENT INTO SETBACK LINE AT HOWARDS ST AT 640' HIGH AND UPWARDS	309 EXCEPTION
OFF STREET LOADING (\$152.1)	6 LOADING SPACES REQUIRED	4 PROVIDED	309 EXCEPTION
GARAGE AND LOADING ACCESS (\$155 r) (\$155 s)	NEW ENTRIES ARE NOT ALLOWED ON NATOMA FROM 300 FEET WEST OF FIRST STREET.	PROVIDE VEHICULAR ACCESS THROUGH NATOMA	PLANNING CODE AMENDMENT
	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	309 EXCEPTION
RATIO OF COMMERCIAL TO RESIDENTIAL USAGE (\$248 c)	RATIO OF COMMERCIAL TO RESIDENTIAL FOR PARCELS LARGER THAN 15,000 SF GREATER OR EQUAL TO 2:1.	EXCEPTION TO 2:1 COMMERCIAL TO RESIDENTIAL REQUIREMENT EXCEPTION PERMITTED PER ZA LETTER OF DETERMINATION DATED 12/2/2015	309 EXCEPTION
REAR YARD (\$134)	25% OF LOT DEPTH IS REQUIRED AT THE LOWEST STORY CONTAINING A DWELLING UNIT AND EACH SUCCEEDING STORY ABOVE	NONE PROVIDED	309 EXCEPTION



Street Design - November 04, 2016

Hines & Urban Pacific | **Pelli Clarke Pelli** Architects

Parcel F Tower

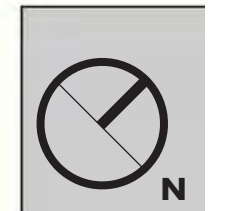
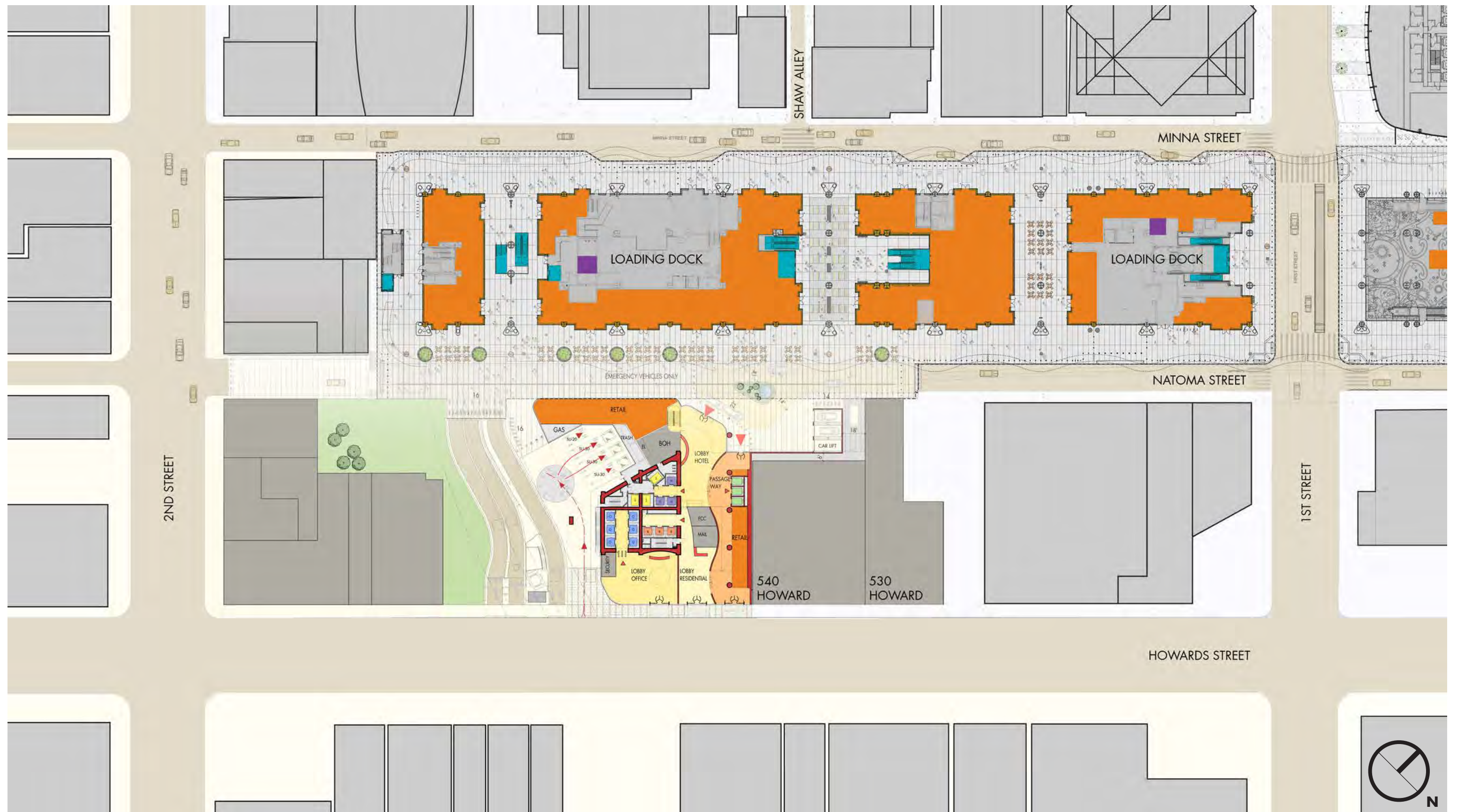
550 Howard Street, San Francisco, CA.

CONTENTS

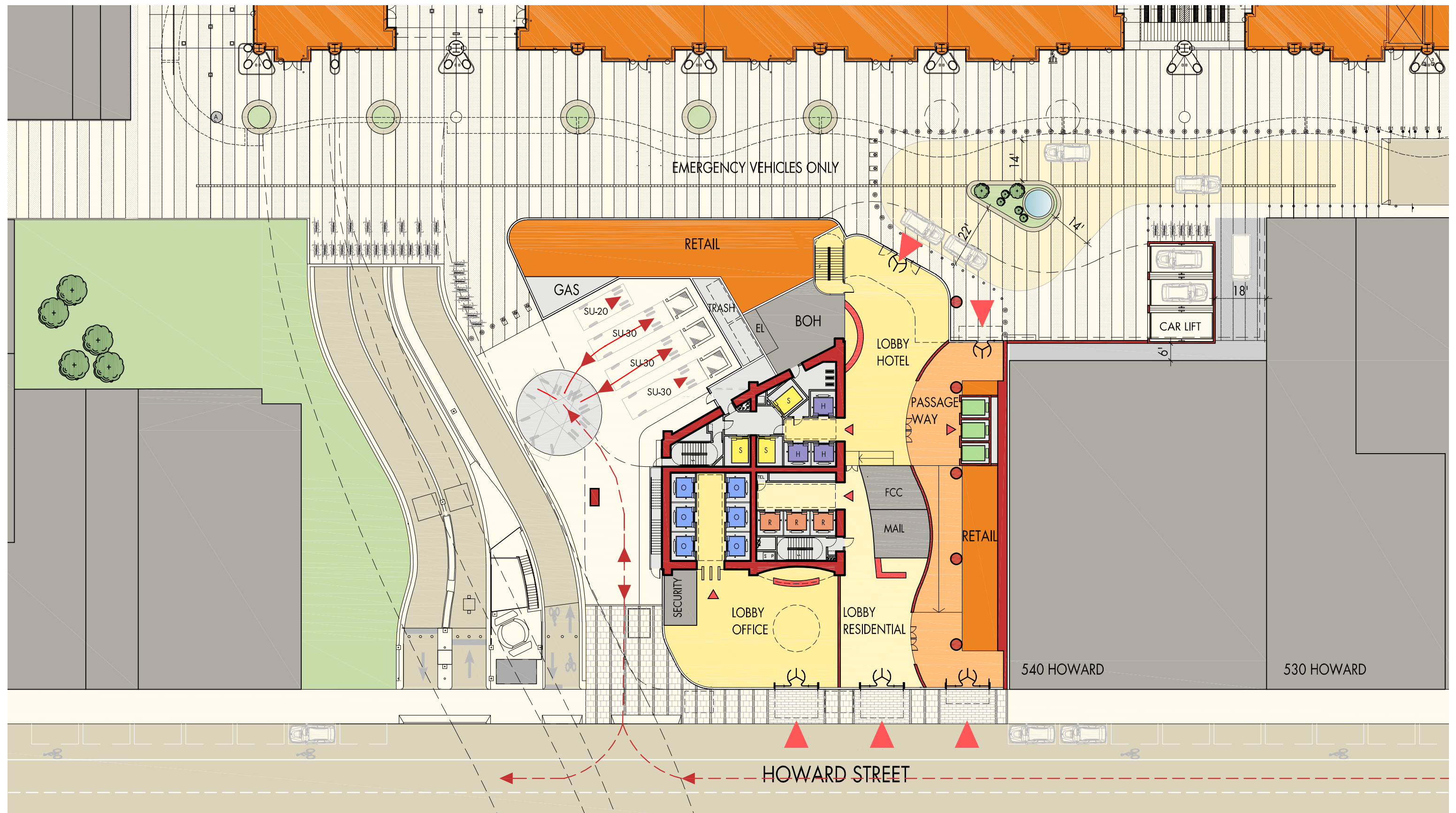
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-HOWARD STREET	8
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PLANS & SECTIONS

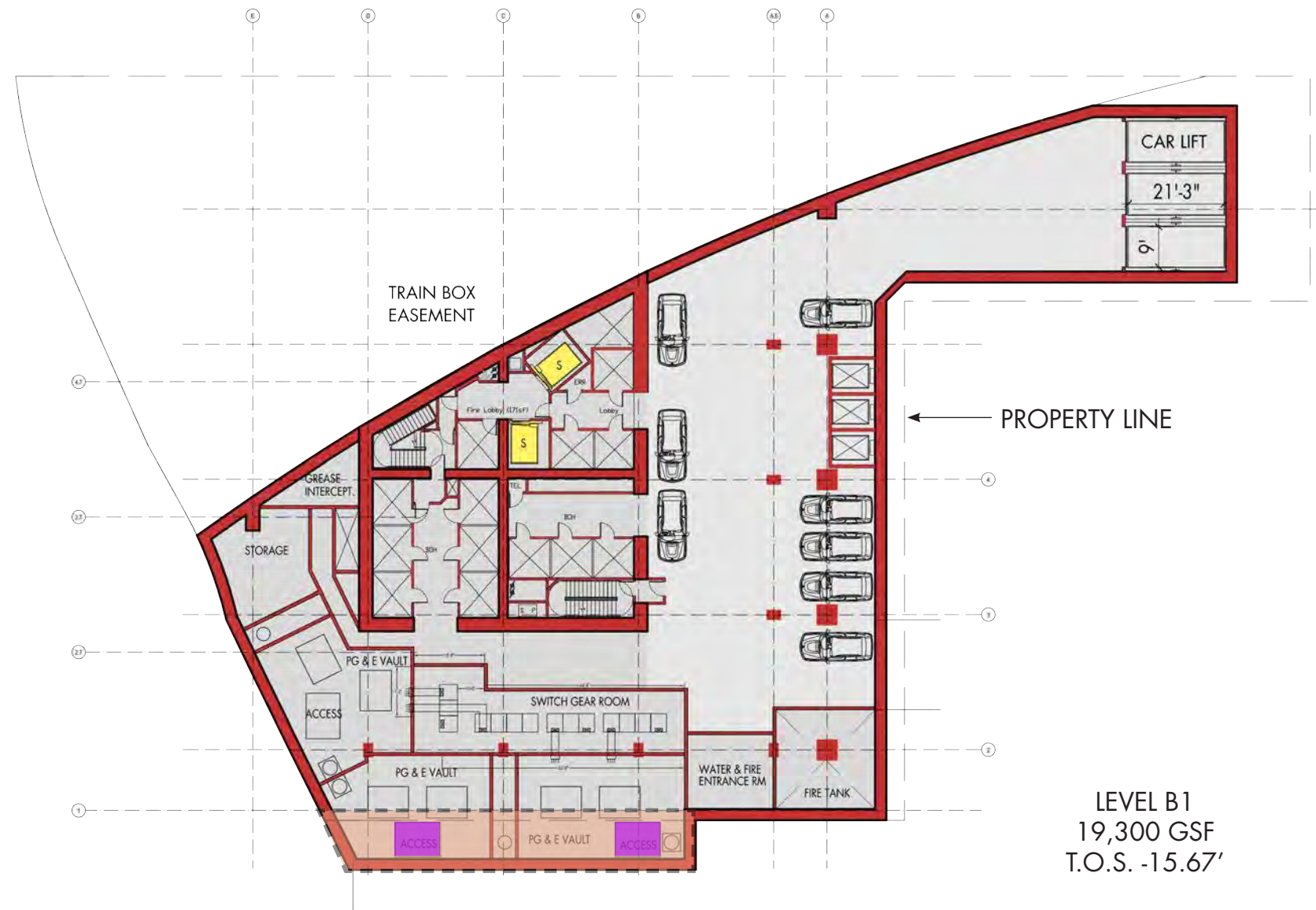




SITE PLAN



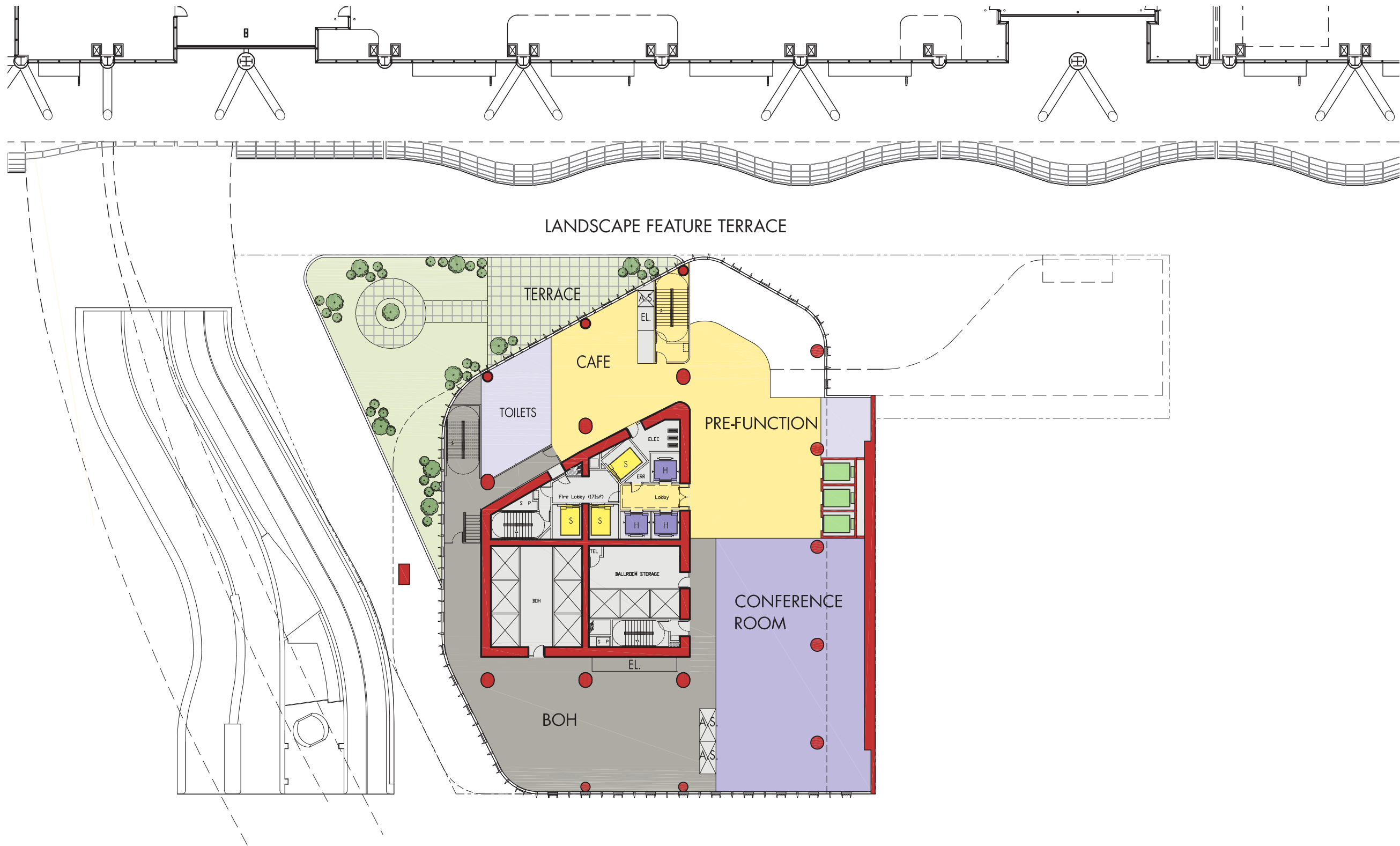
GROUND FLOOR PLAN



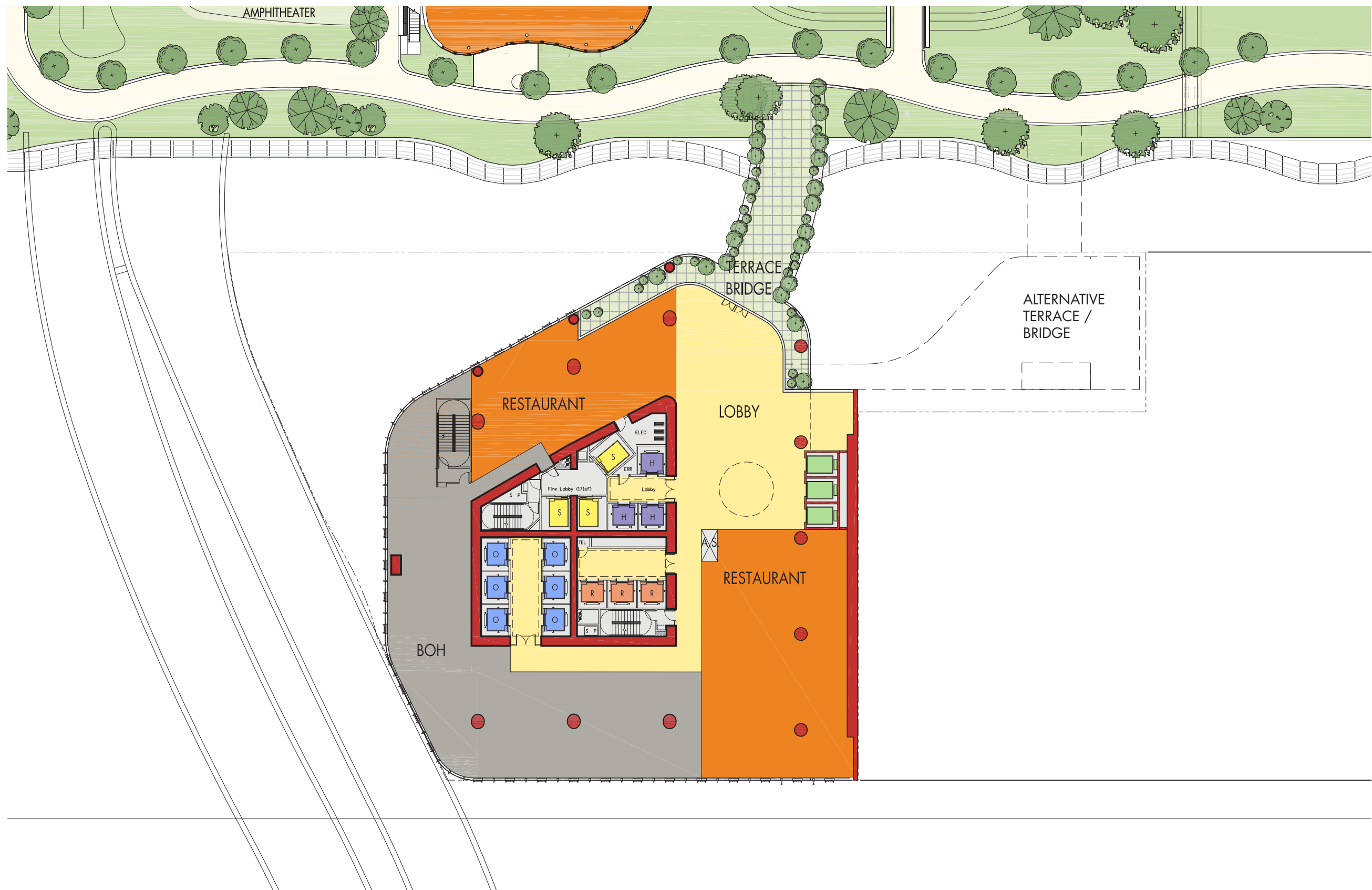
AREA UNDERNEATH PUBLIC RIGHT OF WAY 

PG & E ACCESS 

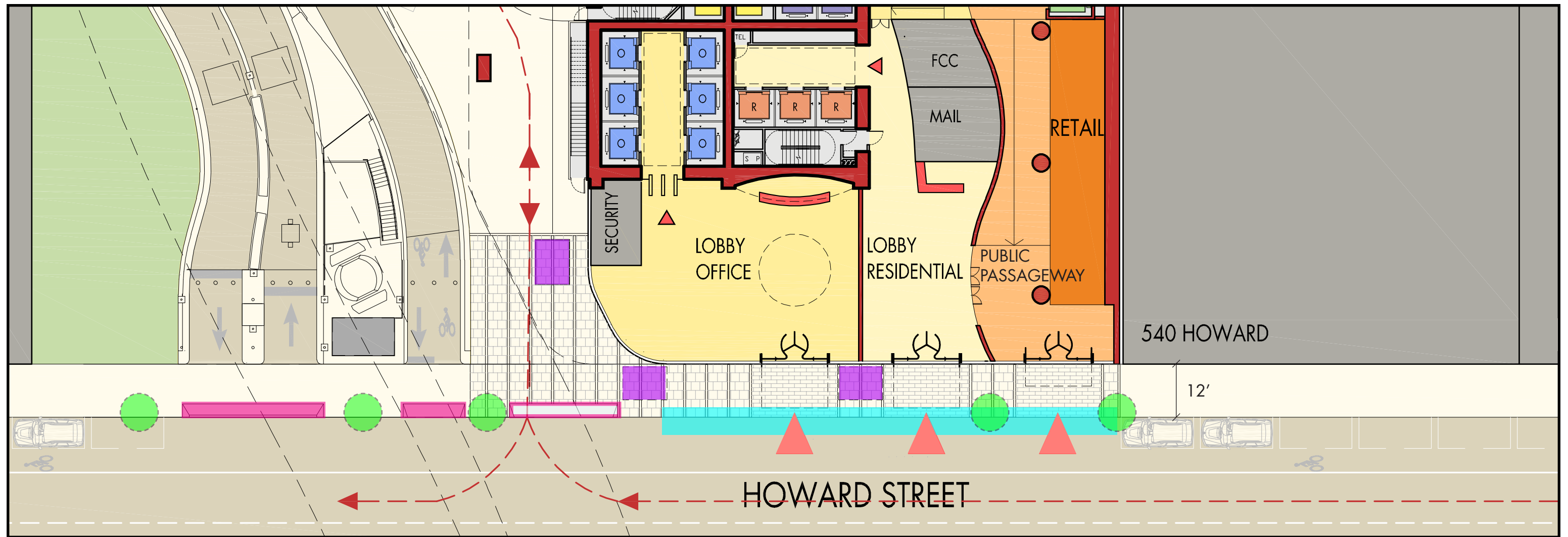
PARKING LEVEL B1



LEVEL 2

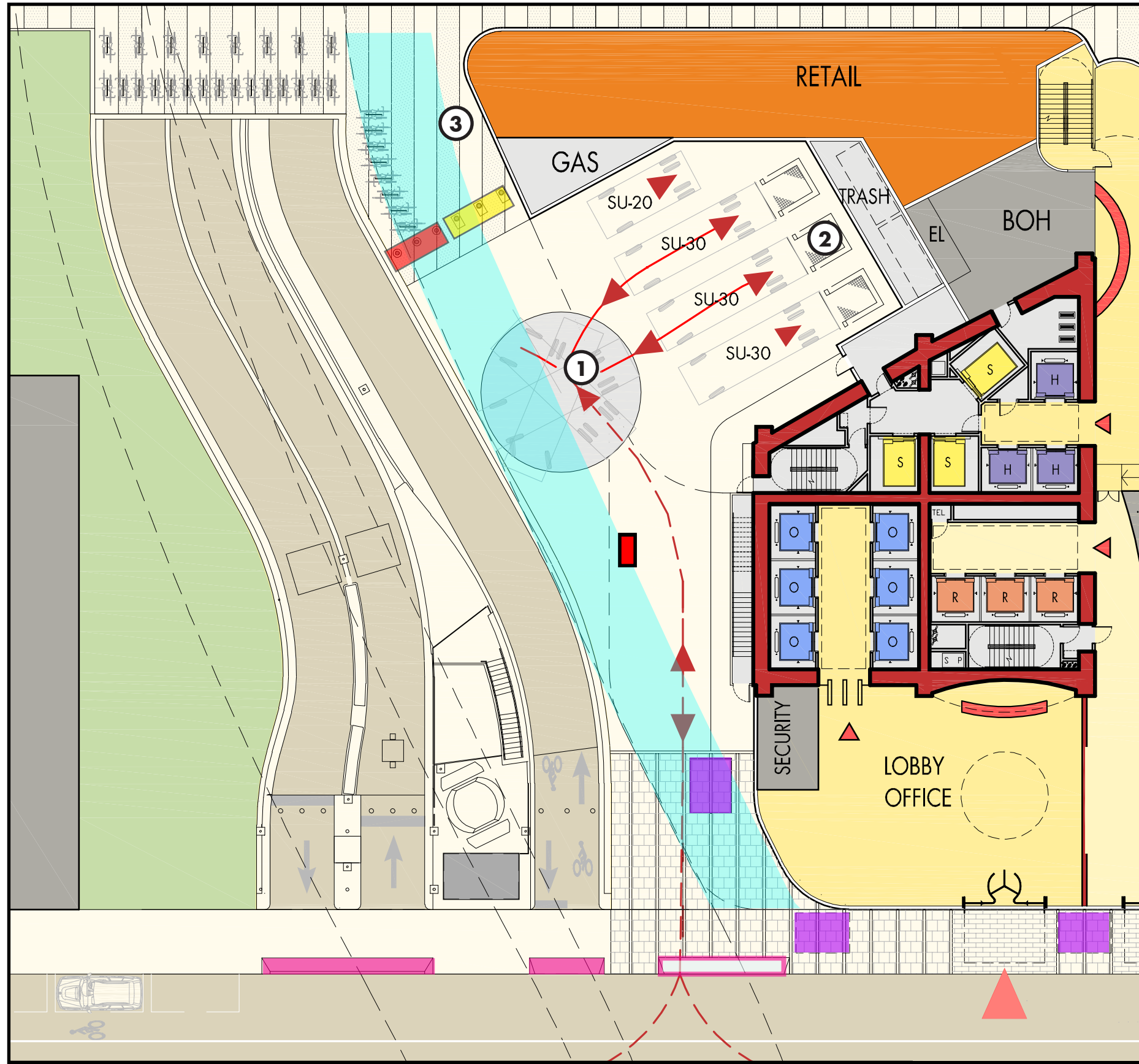


LEVEL 5



HOWARD STREET

- PARCEL F CURB CUT
 - TRUCKS ENTER & EXIT HEAD FIRST WITH NO BACKING UP ACROSS SIDEWALK, BIKE LANES OR TRAFFIC LANES
- TJPCA CURB CUT
- PASSENGER DROP-OFF
- PG & E ACCESS
- POTENTIAL TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJP&A AND UTILITY COMPANIES
- PARCEL F SIDEWALK TO MATCH UP TTC STREETSCAPE DESIGN

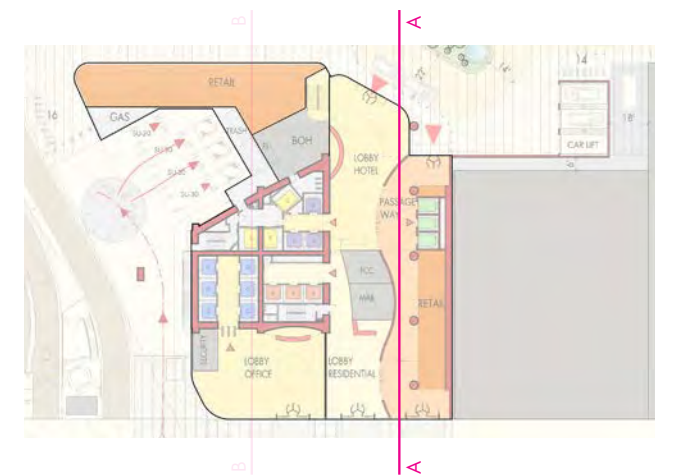
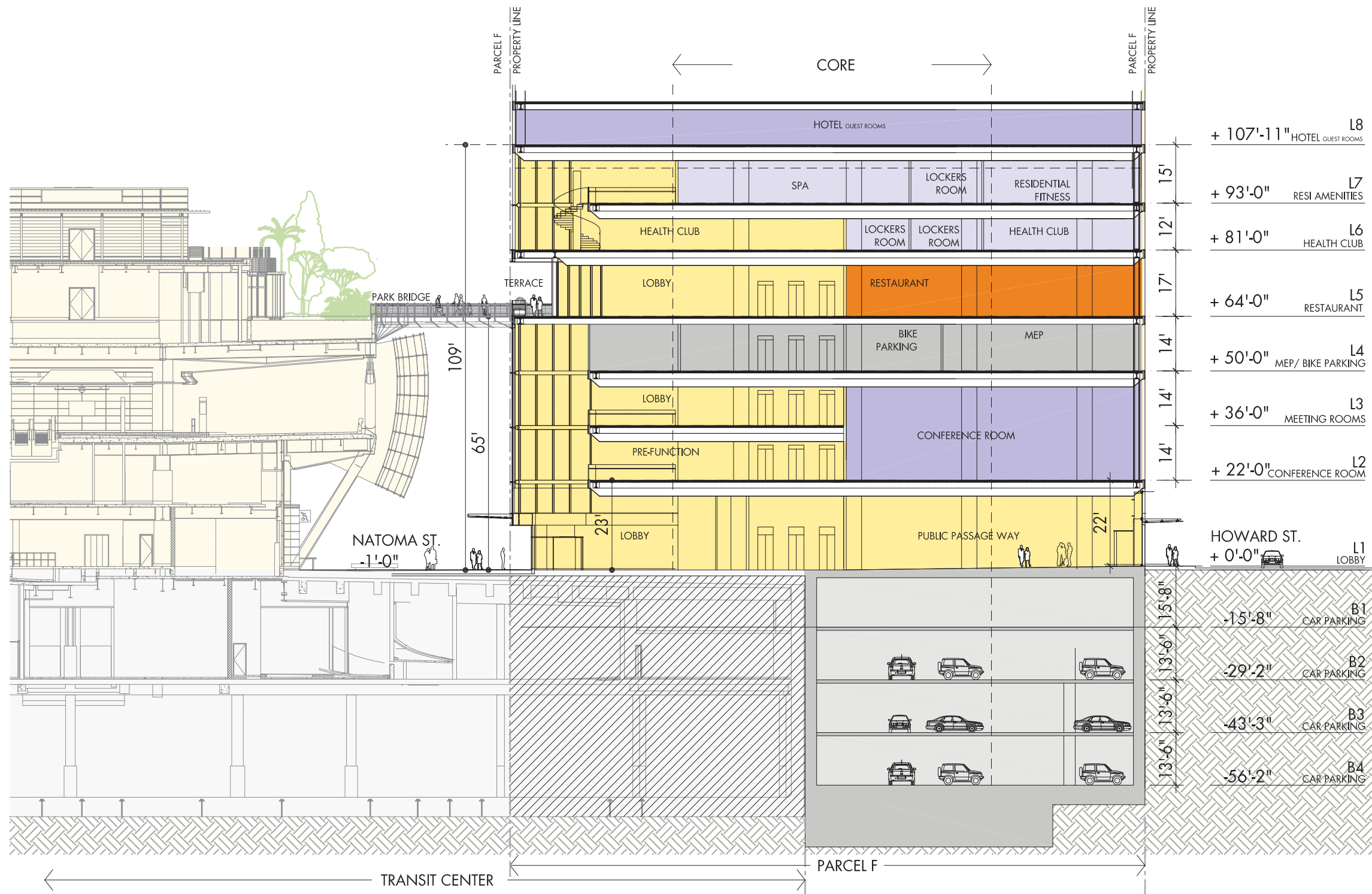


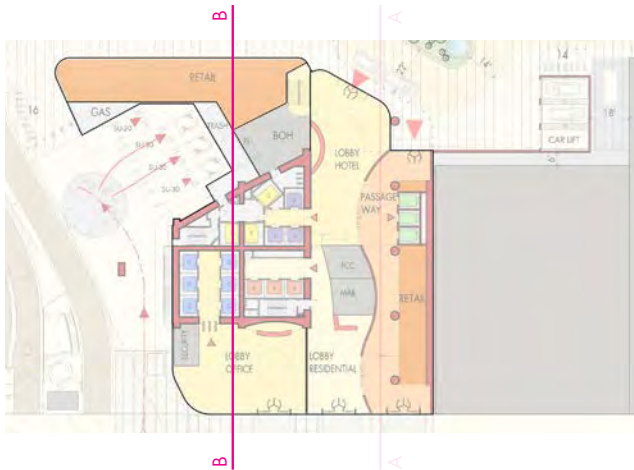
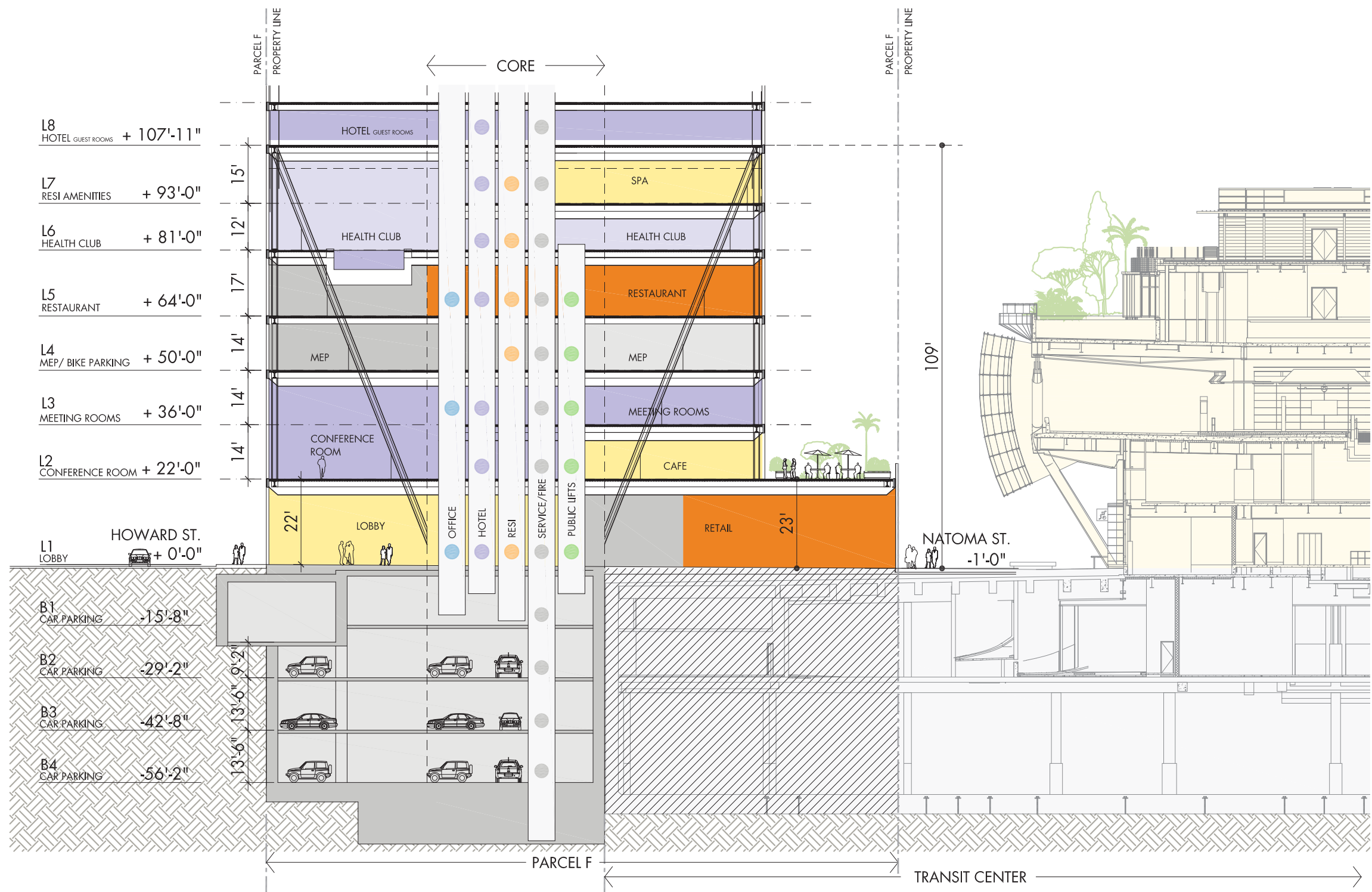
- ① TRUCK TURNTABLE
- ② LOADING DOCK
- ③ EMERGENCY VEHICLE ACCESS
- FIXED BOLLARDS
- OPERABLE BOLLARDS
- TJPA / PARCEL F SHARED MAINTENANCE EASEMENT
- PARCEL F CURB CUT
- TJPA CURB CUT
- PG & E ACCESS

LOADING DOCK

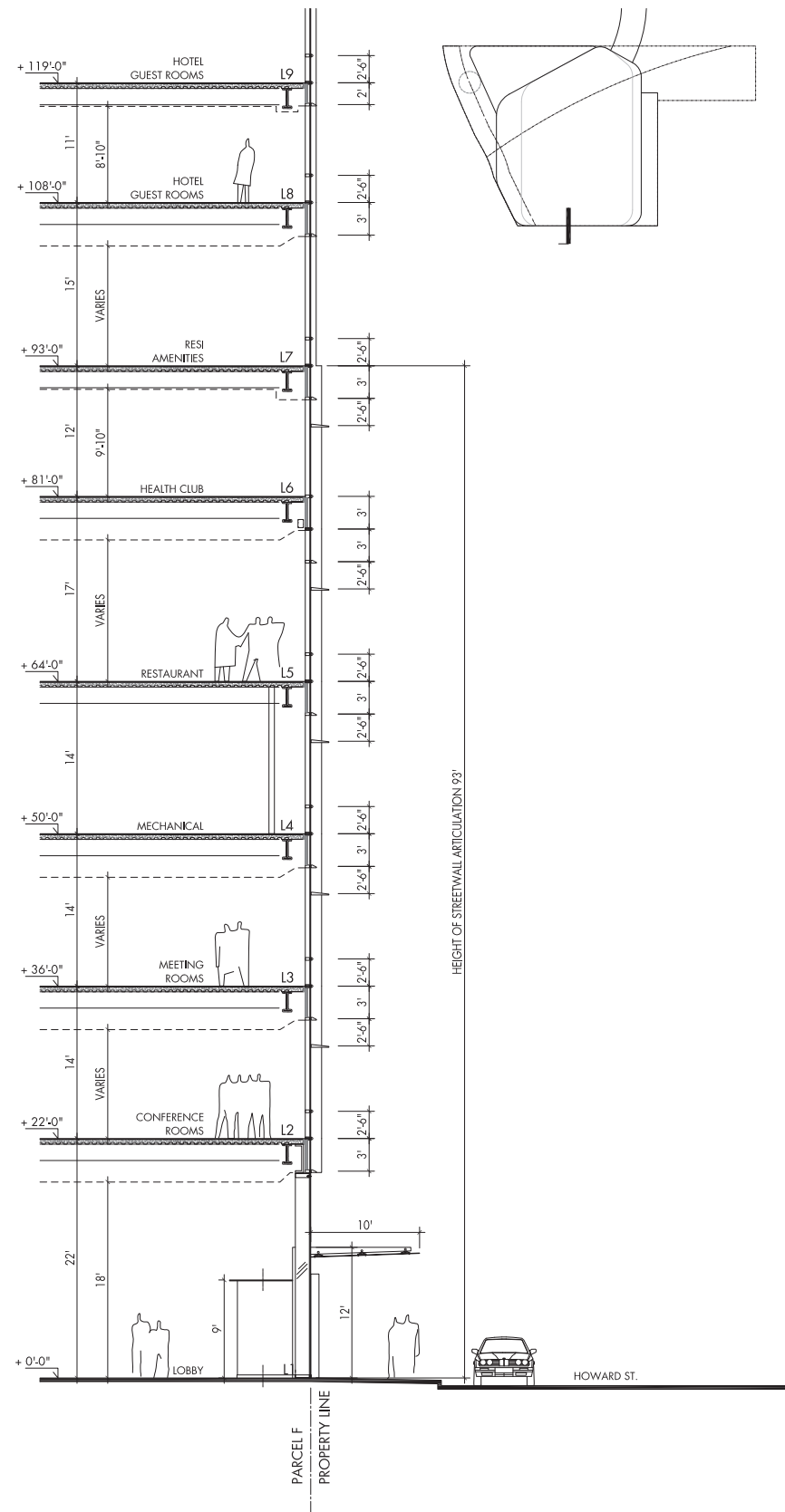


- NOTES:
PARCEL F NATOMA ST. FRONTAGE TO MATCH TTC
STREETSCAPE DESIGN, LOCATION OF PLANTERS, TREES,
LANDSCAPE FEATURE. BIKE PARKING AND BOLLARDS TO
BE COORDINATED WITH TJPA.

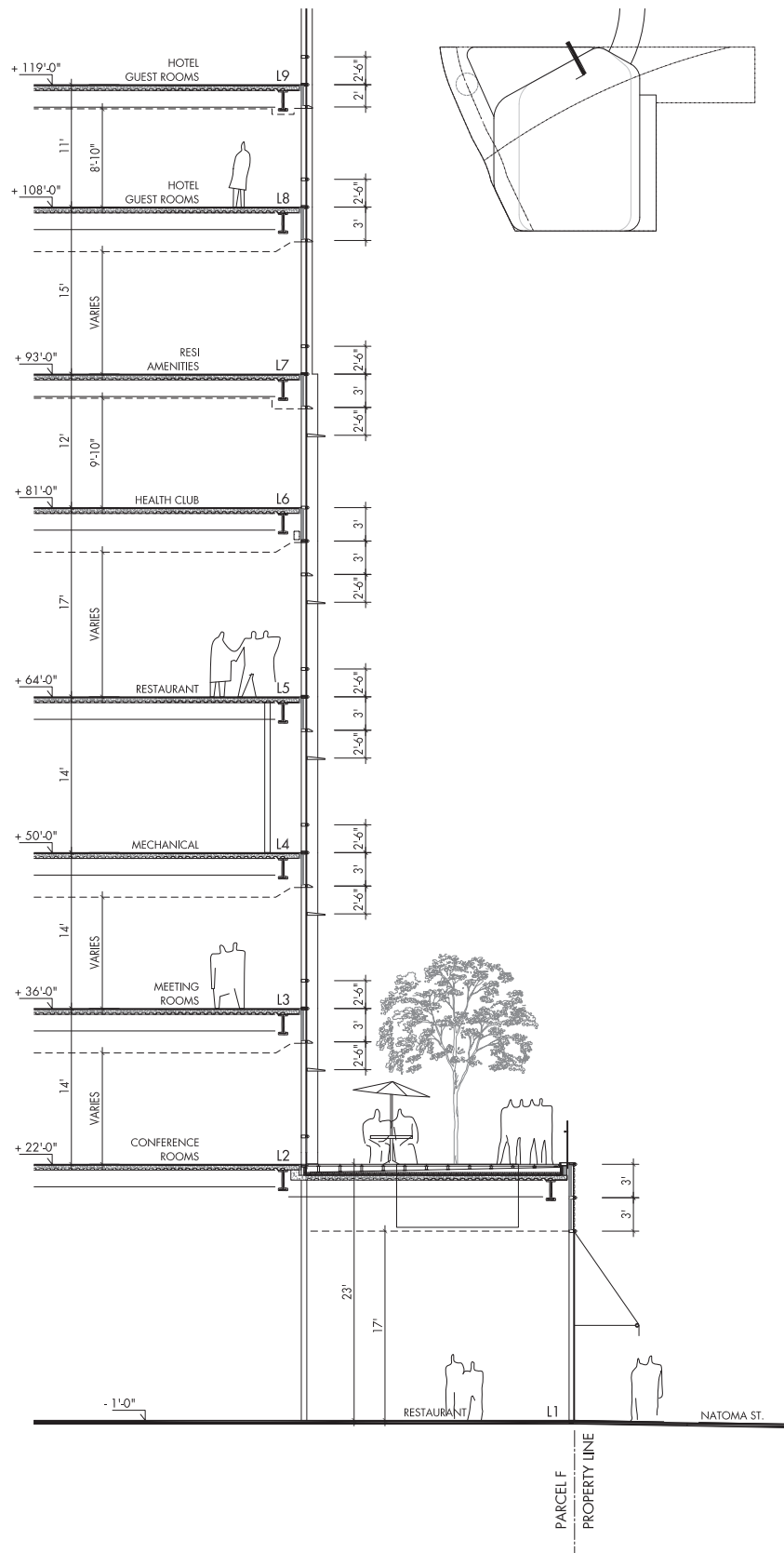




OVERALL PODIUM SECTION B



HOWARD STREET SECTION



NATOMA STREET SECTION

- MATERIAL NOTES FOR TOWER BASE:
- TYPICAL VISION GLASS:
CLEAR W/ A HIGH PERFORMANCE LIGHTLY REFLECTIVE COATING
- SPANDREL GLASS:
CLEAR WITH FRIT FLOODCOAT
- VERTICAL PIERS:
WHITE PANEL
- METAL VERTICAL AND HORIZONTAL SUNSHADES & FINIS:
METAL
- MAIN LOBBY WALL:
CLEAR GLASS WITH GLASS FIN STRUCTURES.
- ENTRY DOORS:
CLEAR GLASS WITH METAL FRAMES AND HARDWARES

RENDERINGS





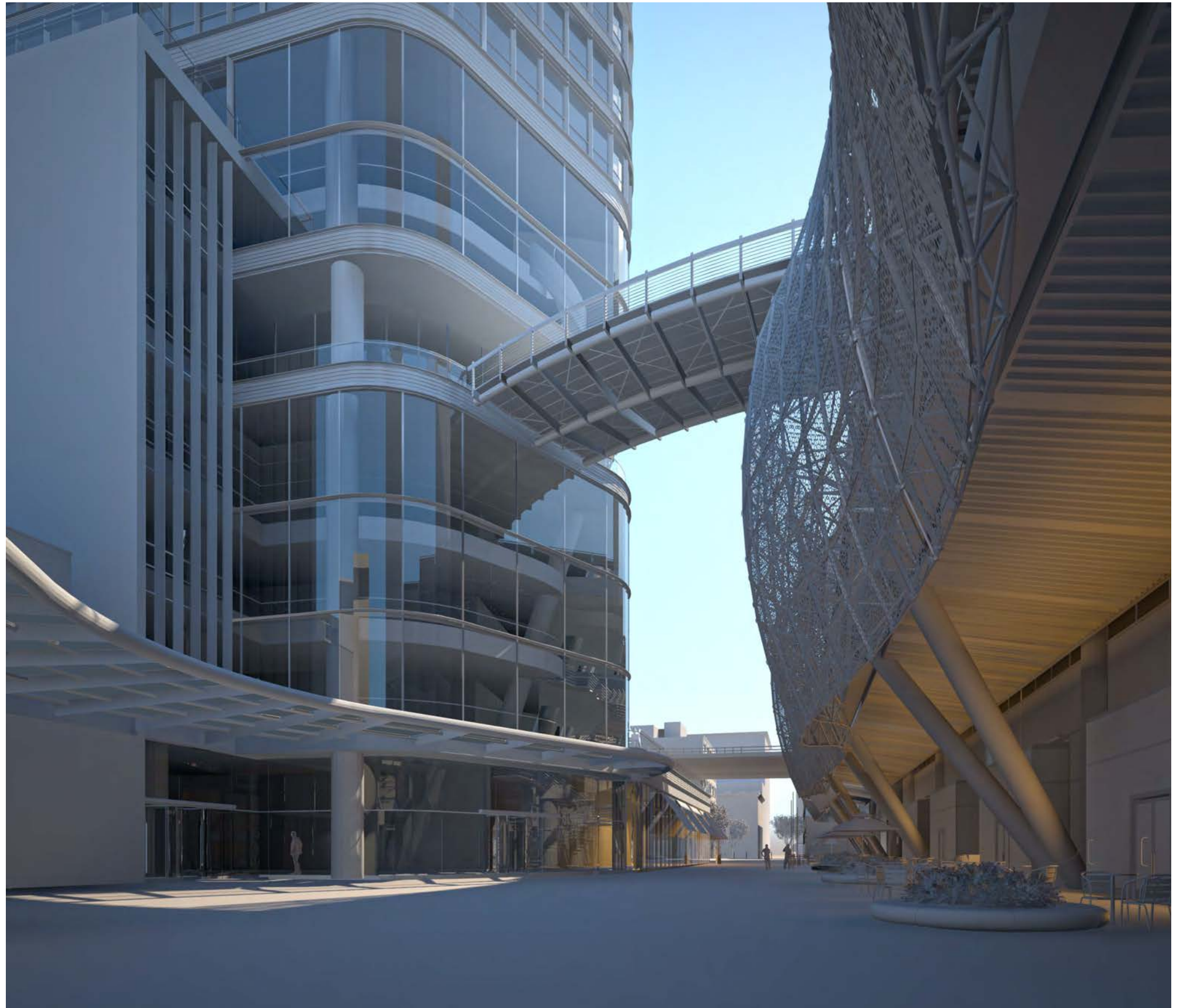
SKYLINE



PARK VIEW



HOWARD STREET



NATOMA STREET



NATOMA STREET

GRADING & UTILITY

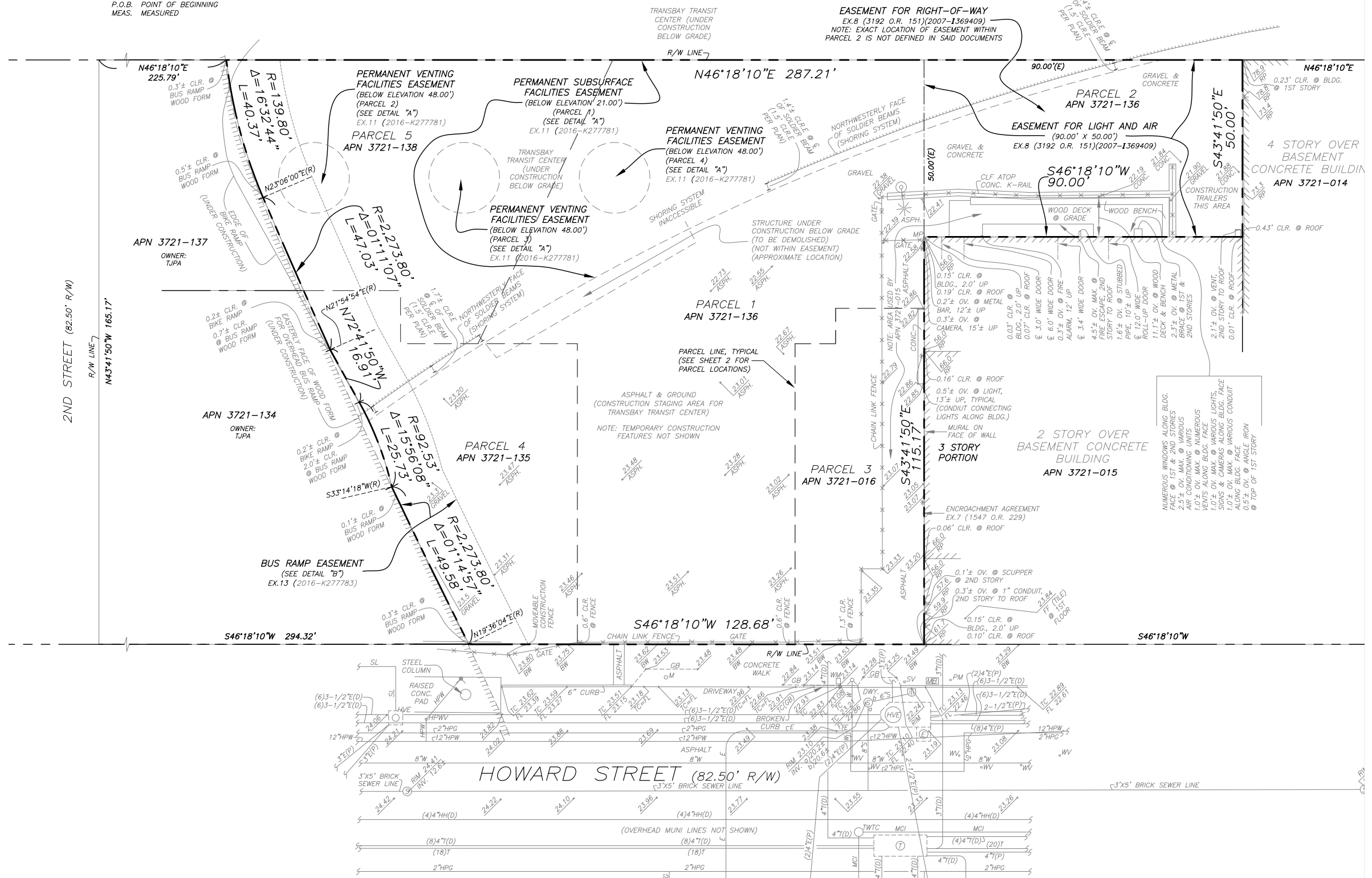
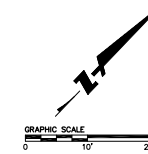


LEGEND

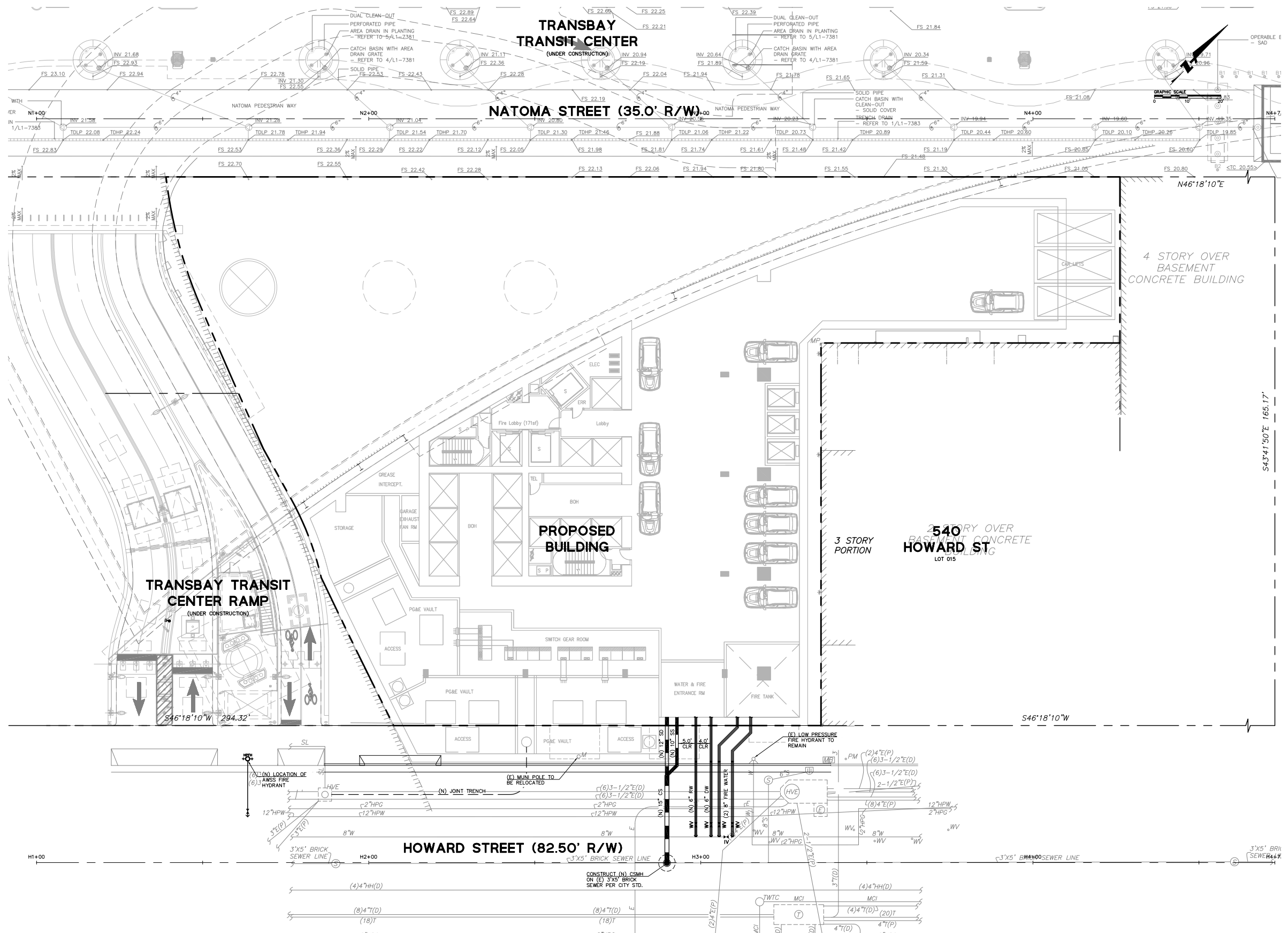
CLR. CLEAR OF PROPERTY LINE
OV. OVER PROPERTY LINE
CLR.E. CLEAR OF EASEMENT
BLDG. BUILDING
R/W RIGHT OF WAY
APN ASSESSOR'S PARCEL NO.
CONC. CONCRETE
ASPH. ASPHALT
TC TOP OF CURB
BW BACK OF WALK
P.O.B. POINT OF BEGINNING
MEAS. MEASURED

P. PARCEL
(R) RADIAL DIMENSION
(E) EASEMENT DIMENSION
CLF CHAIN LINK FENCE
TJPA TRANSBAY JOINT POWERS AUTHORITY
MAX. MAXIMUM
MP. METAL POST, 5'± HIGH
SV SEWER VENT
WM WATER METER

NATOMA STREET (35' R/W)



EXISTING CONDITIONS PLAN



UTILITY PLAN