



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary General Plan Referral

HEARING DATE: JUNE 18, 2020

*Record No.:* 2014.1441GPR  
*Project:* Redevelopment Plan Amendments to the Mission Bay  
South Redevelopment Plan for the Development of Blocks 29-30  
*Zoning:* Mission Bay Redevelopment South – Commercial Industrial/Retail  
*Block/Lot:* 8722/025-039, 063, 064, 087, 088  
*Project Sponsor:* GSW Hotel LLC  
1 Warriors Way  
San Francisco, CA 94158  
*Property Owner:* GSW Arena LLC  
1 Warriors Way  
San Francisco, CA 94158  
*Staff Contact:* Mat Snyder (415-509-5335)  
[mathew.snyder@sfgov.org](mailto:mathew.snyder@sfgov.org)  
*Recommendation:* **Adopt General Plan Consistency Findings for Redevelopment Plan Amendments**

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### SUMMARY

The Action before the Planning Commission is to adopt General Plan consistency findings associated with amendments to the Mission Bay South Redevelopment Plan (“Project”) that would enable a new hotel / residential development on the site of the Chase Center (“Event Center”).

### PROJECT DESCRIPTION

The proposal is to amend the Redevelopment Plan for the Mission Bay South Redevelopment Project (“South Redevelopment Plan”) to enable the construction of a new hotel / residential project (“Hotel Project”) on Mission Bay South Blocks 29-30, the location of the Event Center bounded by Third Street, Terry Francois Boulevard, Warriors Way, and 16th Street. The Hotel Project would include the construction of a 160-foot tall building (measured from grade) that would allow up to 230 hotel rooms and up to 21 residential units (or any combination thereof), along with related accessory uses, such as a banquet hall, fitness center, and the like. The Hotel Project would also include approximately 20,000 gsf of retail uses, including restaurants and a spa. The Project would be located on the northeastern corner of the site, on Blocks 29-30, and will be bordered by Terry Francois Boulevard on its east and Warriors Way on its north. The Hotel Project would be constructed where currently a three-story retail building exists. The primary entrance lobby to the Project would be located along Warriors Way and at the Warriors Way / Terry Francois corner. Pedestrian steps to the upper publicly accessible deck would be enhanced at Warriors Way and at the Terry Francois Boulevard.

The following South Redevelopment Plan amendments are required to enable the above Hotel Project: (1) allowing hotel use and dwelling units as principal uses within the Mission Bay South “Commercial Industrial/Retail” land use district for Blocks 29-30 where they are currently not permitted; and (2) increasing the number of allowable hotel projects from one to two and the number of allowable hotel rooms within Mission Bay South. In addition to authorizing the Project, the amendments also increase the amount of retail leasable square footage by 65,000 square feet to create added flexibility in the design of retail floorplates; the current Redevelopment Plan has a maximum limit of 335,000 square feet with certain restrictions on the size of each retail use. However, in the case of the Event Center on Blocks 29-32, 54,000 square feet of this increase is to re-categorize retail space that already exists on Blocks 29-32, which is currently restricted to 5,000 square feet or less in size and through an exemption specified in the Redevelopment Plan, is excluded from the total leasable square feet. The remaining 11,000 square feet will allow existing retail patios at Blocks 29-32 to be partially enclosed.

The following amendments to the Design for Development for the Mission Bay South Project Area (“D4D”), under the jurisdiction of the Office of Community Investment and Infrastructure (“OCII”), have been approved by the Commission on Community Investment and Infrastructure (“OCII”) in connection with the Hotel Project: (1) allowing a tower (a building taller than 90-feet but no taller than 160-feet (measured from grade and exclusive of mechanical equipment and a recreational rooftop structure) on Block 30 where it currently is not allowed, and, allowing for a corresponding increase in tower developable area for Height Zone 5; (2) allowing greater bulk on Blocks 29-30 by increasing the maximum plan dimension above 90-feet from 200 feet to an average of 220 feet (with a maximum of 240 feet); (3) allowing a residential amenity referred to as a recreational structure above the roofline restricted to the dimensions therein and with an area comprising 30% of the roof; (4) tower separation requirements; and (5) other minor changes.

## **REQUIRED COMMISSION ACTION**

In order for the Project to proceed, the Commission must make Finding of Consistency with the General Plan and the Policies of Planning Code Section 101.1 for the proposed Redevelopment Plan Amendments pursuant to Section 4.105 of the City Charter and Section 2A.53 of the Administrative Code. It should be noted that amendments to the D4D or other related approval documents do not require Planning Commission action, nor does approval of the Hotel Project.

## **BACKGROUND – MISSION BAY AND THE MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA AND PLAN**

The Mission Bay South Redevelopment Project Area is one of two Redevelopment Project Areas that make up the Mission Bay development, which together, covers 303 acres of land between the San Francisco Bay and Interstate-280; the two Redevelopment Project Areas (and respective Development Plans) were established in 1998 and enable the development of up to 6,514 housing units (approximately 29% affordable), 5 million square feet of commercial space (office/lab uses and the 18,000 seat Event Center), the new UCSF research campus, the 550 bed UCSF medical center, 560,000 square feet of retail, and 49 acres of new public open space.

As Redevelopment Plan Areas established under California Community Redevelopment Law, development is controlled by the respective Redevelopment Plans and their associated D4D documents, rather than the Planning Code. Similarly, land use and entitlement decisions are generally made by the OCII, the successor agency to the Redevelopment Agency, or the Commission on Community Investment and Infrastructure (“CCII”), and not by the Planning Department or Planning Commission.



Project Sponsors of development in Mission Bay South are only required to pay impact fees as provided in the Redevelopment Plan, which includes (1) the School Facilities Impact Fee; (2) the Child Care Requirements; (3) and the Art Requirement; and (4) the Transportation Sustainability Fee as well as all new or increased applicable development fees or exactions as outlined in the Redevelopment Plan. The master developer of Mission Bay, FOCIL-MB, LLC and project sponsors, through assignment and assumption agreements, are also required to participate in the creation of community benefits and infrastructure through their participation in the Mission Bay OwnerParticipation Agreement (“OPA”). In Mission Bay South, the master developer FOCIL-MB, LLC, is required to develop 34 acres of Open Space and provide approximately 11.56 acres on 9 parcels of land for the development of 1,218 units of affordable housing.

Amendments to the Redevelopment Plan must be approved by CCII and the Board of Supervisors. Amendments to the D4D must be approved by CCII. CCII approved the Redevelopment and D4D Amendments at its May 19 hearing through Resolution No. 07-2020 and 09-2020, respectively.

## **ISSUES AND OTHER CONSIDERATIONS**

- **Public Comment & Outreach.**
  - **Support/Opposition:** As of the date of this report, the Department has received one letter from UCSF in support of the Project. In addition, OCII received numerous letters of support for the Project from local residents and small business owners.
  - **Outreach:** OCII staff reports that the proposed amendments have been presented to the Mission Bay Citizens Advisory Committee (hereinafter “CAC”) on January 9, 2020 where the CAC voted in favor of the proposed amendments. In addition, the Golden State Warriors have reached out to the following neighborhood organizations:
    - South Beach | Rincon Hill | Mission Bay Neighborhood Association
    - Dogpatch Neighborhood Association
    - UCSF
    - Neighboring business community
    - Neighboring residential community, including the Madrone and Radiance
    - Potrero Boosters
- **Design:** OCII and the Project Sponsor team invited Planning architectural and planning staff to participate in the design review of the proposed Hotel Project. As a result of design input, the Hotel Project’s design was improved by enhancing the northern elevation, particularly at the view terminus of Bridgeview Way by assuring that the view of the hotel enabled a visual interplay between the hotel and Event Center behind it. Also, through design review, greater attention was also given to the ground plane at Terry François Boulevard and Warriors Way and access to the upper pedestrian decks.
- **Additional Community Benefits.** In parallel to the amendments to the South Redevelopment Plan, the Project Sponsor is pursuing amendments to the Mission Bay South Owner Participation Agreement (“OPA”) that would require any market-rate residential development on Blocks 29-30 to pay an in-lieu fee equal to \$210.47 per square foot of gross floor area of residential use applied to 30% of the floor area of said residential use for affordable housing. This exceeds the requirements of the City’s Inclusionary Affordable Housing Program. (The inclusionary fee requirement under Planning Code Section 415 requires such in-lieu fee for 20% of total the Gross Floor Area.) In

addition, the OPA amendments would require any hotel development on Blocks 29-30 to pay an in-lieu fee equal to \$22.57 per net new square foot of Gross Floor Area of the hotel use to fund affordable housing. This is consistent with the requirements of the City's Jobs-Housing Linkage Program (Planning Code Section 413). In addition, the Project Sponsor has agreed to pay an annual fee of \$175,000 to offset the added costs of maintenance required at Bayfront Park (P22) due to usage by Event Center and Hotel Project guests.

## **ENVIRONMENTAL REVIEW**

The Event Center and Mixed-Use Development at Mission Bay Blocks 29-32, ("Event Center Project") Final Subsequent Environmental Impact Report ("Event Center FSEIR") analyzed the development of the Event Center Project, and was tiered from the Mission Bay FSEIR. The Commission of the Successor Agency to the former Redevelopment Agency ("Successor Agency Commission") on November 3, 2015 by Resolution 69-2015 certified the Event Center FSEIR, and on the same date by Resolution No. 70-2015 adopted CEQA findings, including a statement of overriding considerations and a mitigation monitoring and reporting program in support of various approval actions for the Event Center Project. An Addendum to the Event Center FSEIR (the "Addendum") has been prepared by OCII with assistance from the Planning Department, in connection with the proposed Redevelopment Plan Amendment. The Addendum concludes that the proposed Redevelopment Plan Amendment is within the scope of the Event Center Project analyzed in the Event Center FSEIR and will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the Event Center FSEIR. The Successor Agency Commission certified the Addendum on May 19, 2020 by Resolution No. 05-2020. The Addendum and any supporting documents have been made available to the Commission and the public, and the Addendum is incorporated in this resolution by this reference. For purposes of this action, the Planning Commission will rely on the CEQA Findings previously adopted and the Addendum.

## **BASIS FOR RECOMMENDATION**

The Department finds that the Redevelopment Plan amendments are, on balance, consistent with the Objectives and Policies of the General Plan and Planning Code Section 101.1. The Project will permit a mixed hotel and residential use at a location that is consistent and synergistic with the existing Event Center uses. Permitting hotel and residential uses to be developed on Blocks 29-30 will provide for development of a hotel use at an appropriate location, as well as housing, in furtherance of the Redevelopment Plan objectives; and the increase in the total retail square footage permitted will also formalize previously approved retail areas that will enhance the vibrancy of and further activate the surrounding community. Further the Amendments will enable the potential addition of up to twenty-one residential units and will contribute additional funds for affordable housing. Mission Bay South still has three affordable housing sites that have yet to be developed.

## **ATTACHMENTS:**

- Draft Motion: Findings of Consistency with the General Plan and Planning Code Section 101.1
- Exhibit A: Mission Bay South Redevelopment Plan as proposed to be amended (redline)
- Exhibit B: Mission Bay South Design-for-Development as proposed to be amended (redline) – for informational purposes
- Exhibit C: Plans of the Proposed Hotel Project

**Executive Summary**  
**Hearing Date: June 18, 2020**

**RECORD NO. 2014.1441GPR**  
**Mission Bay Blocks 29-32**

Addendum  
Letter of Support





# SAN FRANCISCO PLANNING DEPARTMENT

## DRAFT Planning Commission Motion No.

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**ADOPTING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND WITH THE GENERAL PLAN PRIORITY POLICIES OF PLANNING CODE SECTION 101.1 FOR THE PROPOSED REDEVELOPMENT PLAN AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE MISSION BAY SOUTH REDEVELOPMENT PROJECT TO ALLOW FOR A MIX OF HOTEL AND RESIDENTIAL USES ON MISSION BAY SOUTH BLOCKS 29-30, INCREASE THE TOTAL LEASABLE SQUARE FEET OF RETAIL SPACE PERMITTED ON BLOCKS 29-32 IN THE MISSION BAY PLAN AREA, INCREASE THE NUMBER OF HOTELS AND HOTEL ROOMS IN THE MISSION BAY PLAN AREA, AND AUTHORIZE CERTAIN DWELLING UNITS TO BE BUILT ON BLOCKS 29-30 IN THE MISSION BAY PLAN AREA AND ADOPTING ENVIRONMENTAL FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT .**

### PREAMBLE

Section 4.105 of the City Charter and 2A.53 of Administrative Code require General Plan referrals to the Planning Commission (hereinafter “Commission”) for certain matters, including changes to redevelopment project plans within the City and County of San Francisco, to determine conformity of the proposed redevelopment plan with the General Plan prior to consideration by the Board of Supervisors.

On June 25, 2019, GSW Hotel LLC, a Delaware limited liability company (“Project Sponsor”) submitted a General Plan Referral application for the Redevelopment Plan Amendment for the *Redevelopment Plan for the Mission Bay South Redevelopment Project* (the “Project” or “Redevelopment Plan Amendment”).

The proposed project is part of the Mission Bay South Redevelopment Plan Project (“Mission Bay Project”) for which the former Redevelopment Agency Commission by Resolution No. 190-98 and the Commission by Resolution No. 14696 certified the Mission Bay Final Supplemental Environmental Impact Report (“Mission Bay FSEIR”) on September 17, 1998. The Board of Supervisors affirmed the certification of the

FSEIR by Motion No. 98-132, and adopted CEQA findings, including a statement of overriding considerations and a Mission Bay mitigation monitoring and reporting program in support of various approval actions for the Mission Bay Project. which findings are incorporated in this resolution by this reference.

The Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 (“Event Center Project”) Final Subsequent Environmental Impact Report (“Event Center FSEIR”) analyzed the development of the Event Center Project, and was tiered from the Mission Bay FSEIR. The Commission of the Successor Agency to the former Redevelopment Agency (“Successor Agency Commission”) on November 3, 2015 by Resolution 69-2015 certified the Event Center FSEIR, and on the same date by Resolution No. 70-2015 adopted CEQA findings, including a statement of overriding considerations and a mitigation monitoring and reporting program in support of various approval actions for the Event Center Project. An Addendum to the Event Center FSEIR (the “Addendum”) has been prepared by the Office of Community Investment and Infrastructure, Successor Agency to the SF Redevelopment Agency, in connection with the proposed Redevelopment Plan Amendment. The Addendum concludes that the proposed Redevelopment Plan Amendment is within the scope of the Event Center Project analyzed in the Event Center FSEIR and will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the Event Center FSEIR. The Successor Agency Commission certified the Addendum on May 19, 2020 by Resolution No. 05-2020. The Addendum and any supporting documents have been made available to the Commission and the public, and the Addendum is incorporated in this resolution by this reference.

On June 18, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on General Plan Referral Application No. 2014.1441GPR.

The Commission Secretary is the custodian of records, the File for Record No. 2014.1441GPR. is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

**MOVED**, that the Commission hereby finds the Mission Bay South Redevelopment Plan amendments in conformity with the General Plan and the General Plan Priority Findings of Planning Code Section 101.1.

## **FINDINGS**

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

1. The above recitals are accurate and constitute findings of the Commission.
2. **Background.** The Mission Bay South Redevelopment Project Area is one of two Redevelopment Project Areas that make up the Mission Bay development, which together, covers 303 acres of land between the San Francisco Bay and Interstate-280; the two Redevelopment Project Areas (and respective Development Plans) were established in 1998 and enable the development of up to 6,514 housing units (approximately 29% affordable), 5 million square feet of commercial space (office/lab

uses and the 18,000 seat Event Center), the new UCSF research campus, the 550 bed UCSF medical center, 560,000 square feet of retail, and 41 acres of new public open space.

As Redevelopment Plan Areas established under California Community Redevelopment Law, development is controlled by the respective Redevelopment Plans and their associated Design for Development documents, rather than the Planning Code. Similarly, land use and entitlement decisions are generally made by the Office of Community Investment and Infrastructure (“OCII”), the successor agency to the Redevelopment Agency, or the Commission on Community Investment and Infrastructure (“CCII”), and not by the Planning Department or Planning Commission.

Project Sponsors of development in Mission Bay South are required to pay impact fees as provided in the Redevelopment Plan, which include (1) the School Facilities Impact Fee; (2) the Child Care Requirements; (3) the Art Requirement; and (4) the Transportation Sustainability Fee as well as all new or increased applicable development fees or exactions as outlined in the Redevelopment Plan. The master developer of Mission Bay, FOCIL-MB, LLC and project sponsors, through assignment and assumption agreements, are required to participate in the creation of community benefits and infrastructure through their participation in the Mission Bay Owner Participation Agreement (“OPA”). In Mission Bay South, the master developer FOCIL-MB, LLC, is required to develop 34 acres of Open Space and provide approximately 11.56 acres on 9 parcels of land for the development of 1,218 units of affordable housing.

3. **Project Description.** The proposal is to amend the Mission Bay South Redevelopment Plan (“South Redevelopment Plan”) to enable the construction of a new hotel / residential project (“Hotel Project”) on Mission Bay South Blocks 29-30, adjacent to Chase Center. The Project would include the construction of a 160-foot tall building that would contain up to 230 hotel rooms and up to 21 residential units (or any combination thereof), along with related accessory uses, such as a banquet hall, fitness center, and the like. The Hotel Project would also include approximately 20,000 gross square feet of retail uses, including restaurants and a spa. The Hotel Project would be located on the northeastern corner of the site, on Blocks 29-30 and would be bordered by Terry Francois Boulevard on its east and Warriors Way on its north.

The following South Redevelopment Plan amendments are required to enable the above Hotel Project: (1) allowing hotel use and dwelling units as principal uses within the Mission Bay South “Commercial Industrial/Retail” land use district for Blocks 29-30 where they are currently not permitted; and (2) increasing the number of allowable hotel projects from one to two and the number of allowable hotel rooms within Mission Bay South. In addition to authorizing the Hotel Project, the amendments also increase the amount of retail leasable square footage by 65,000 square feet to create added flexibility in the design of retail floorplates; the current Redevelopment Plan has a maximum limit of 335,000 square feet with certain restrictions on the size of each retail use. However, in the case of the Event Center Project on Blocks 29-32, 54,000 square feet of this increase is to re-categorize retail space that already exists on Blocks 29-32, which is currently restricted to 5,000 square feet or less in size and through an exemption specified in the Redevelopment Plan, is excluded from the total leasable square feet. The remaining 11,000 square feet will allow existing retail patios at Blocks 29-32 to be partially enclosed.

Separately from the Redevelopment Plan Amendments, but related to them, Amendments to the Design for Development for the Mission Bay South Project Area (hereinafter "D4D") have been approved by CCII to enable the hotel at its height and dimension at the proposed location. These D4D amendments do not require Planning Commission approval.

Also related to the Redevelopment Plan amendments, an amendment to the Mission Bay South Owner Participation Agreement, ("OPA") is being processed by the Project Sponsor concurrently with the Redevelopment Plan Amendment that would require any market-rate residential development on Blocks 29-30 to pay an in-lieu fee equal to \$210.47 per square foot of Gross Floor Area of residential use, applied to 30% of the Gross Floor Area of such residential use, for affordable housing. This exceeds the requirements of the City's Inclusionary Affordable Housing Program, which requires the application of a fee to 20% of the Gross Floor Area. In addition, the OPA amendment would require any hotel development on Blocks 29-30 to pay an in-lieu fee equal to \$22.57 per net new square foot of Gross Floor Area of hotel use to fund affordable housing. This is consistent with the requirements of the City's Jobs-Housing Linkage Program. (Planning Code Section 413). In addition, GSW has agreed to pay an annual fee of \$175,000 to offset the added costs of maintenance required at Bayfront Park (P22) due to usage by Event Center and Hotel Project guests. Like the D4D Amendments, these OPA amendments do not require Planning Commission approval.

4. **Public Outreach and Comments.** As of May 14, 2020, the Planning Department received one letter of support from UCSF for the Project. In addition, OCII received numerous letters of support for the Project from local residents and small business owners. OCII staff reports that the proposed amendments have been presented to the Mission Bay Citizens Advisory Committee (hereinafter "CAC") on January 9, 2020 where the CAC voted in favor of the proposed amendments. In addition, the Golden State Warriors have reached out to the following neighborhood organizations: South Beach|Rincon Hill|Mission Bay Neighborhood Association, Dogpatch Neighborhood Association, UCSF, neighboring business community, neighboring residential community, including the Madrone and Radiance, and Potrero Boosters.
5. **General Plan Findings.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

## **HOUSING ELEMENT**

### **OBJECTIVE 1**

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

#### **Policy 1.1**

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

#### **Policy 1.8**

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



*Under the existing land use designation for Blocks 29-30 in the South Redevelopment Plan, no housing would have been provided in the development of Blocks 29-30. The Redevelopment Plan Amendment allows for the option to develop up to 21 residential units and per the OPA the affordable housing requirements will exceed the City's affordable housing requirements.*

**Policy 1.10**

**Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.**

*The Project would add up to 21 residential units to the Mission Bay neighborhood, all within walking distance to public transportation serving the City and the region, neighborhood- and City-serving retail and a major employment center. The site is suited for dense, mixed-use development, where residents can commute and satisfy convenience needs without frequent use of a private automobile.*

**OBJECTIVE 7**

**SECURE FUNDING AND RESOURCES FOR PERMANENTLY AFFORDABLE HOUSING, INCLUDING INNOVATIVE PROGRAMS THAT ARE NOT SOLELY RELIANT ON TRADITIONAL MECHANISMS OR CAPITAL.**

**Policy 7.1**

**Expand the financial resources available for permanently affordable housing, especially permanent sources.**

**Policy 7.3**

**Recognize the importance of funds for operations, maintenance and services to the success of affordable housing programs.**

*Under the existing land use designation for Blocks 29-30 in the South Redevelopment Plan, no affordable housing would have been provided as a result of the development of Blocks 29-30. The Redevelopment Plan Amendment allows for the option to develop up to 21 residential units and per the OPA the affordable housing requirements will exceed the City's affordable housing requirements.*

**OBJECTIVE 8**

**BUILD PUBLIC AND PRIVATE SECTOR CAPACITY TO SUPPORT, FACILITATE, PROVIDE AND MAINTAIN AFFORDABLE HOUSING.**

**Policy 8.1**

**Support the production and management of permanently affordable housing.**

*Under the existing land use designation for Blocks 29-30 in the South Redevelopment Plan, no affordable housing would have been provided as a result of the development of Blocks 29-30. The Redevelopment Plan Amendment allows for the option to develop up to 21 residential units and per the OPA the affordable housing requirements will exceed the City's affordable housing requirements.*

**OBJECTIVE 13**

**PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.**

**Policy 13.1**

**Support “smart” regional growth that locates new housing close to jobs and transit.**

**Policy 13.3**

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

*The Project would provide a mixed-use development suited to an urban context. The up to 21 new households, as well as the numerous hotel guests, would be located within a short walking distance of Muni light rail and bus stations. Development of the site promotes sustainable and “smart” land use patterns, allowing individuals and families to live closer to the City’s employment centers and to rely more heavily on the City and region’s public transportation network. Moreover, given the presence of both City- and neighborhood-serving retail in the vicinity of the Project and throughout Mission Bay North and South, residents would be able to satisfy convenience needs without frequent use of a private automobile.*

**COMMERCE AND INDUSTRY ELEMENT**

**OBJECTIVE 6**

**MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.**

**Policy 6.4**

**Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.**

**Policy 6.10**

**Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.**

*By drawing numerous hotel guests and up to 21 new households to the Mission Bay area, the Project would increase demand for both City-serving and neighborhood-serving retail and increase patronage of the existing neighborhood-serving retail located within Mission Bay and adjacent neighborhoods.*

**OBJECTIVE 8**

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

**Policy 8.1**

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

**Policy 8.3**

**Assure that areas of particular visitor attraction are provided with adequate public services for both residents and visitors.**

*The allowance of a hotel use on Blocks 29-30 would enable a complementary use to the existing Event Center, and create synergies with the surrounding entertainment, office, and retail uses. The hotel use would be located in close proximity to generous new parks and open space and the City's major transit lines. The new hotel use would be appropriately located while contributing to the entertainment and retail mix of uses.*

**ENVIRONMENTAL PROTECTION ELEMENT**

**OBJECTIVE 15**

**INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.**

**Policy 15.3**

**Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.**

*The Project site is in a mixed-use neighborhood within walking distance of Muni light rail and bus stations. Development of the site promotes further infill development in Mission Bay South, allowing individuals and families to live closer to the City's employment centers and allowing both hotel guests and residents to rely more heavily on the City and region's public transportation network. Moreover, given the presence of both City-serving and neighborhood-serving retail in the vicinity of the Project and throughout Mission Bay North and South, residents would be able to satisfy convenience needs without frequent use of a private automobile.*

**AIR QUALITY ELEMENT**

**OBJECTIVE 3**

**DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.**

**Policy 3.1**

**Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.**

Policy 3.2

**Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.**

*By promoting dense infill development near existing transit, the Project would promote walking and the use of public transportation for daily commuting, entertainment/recreation and convenience needs. By facilitating modes of transportation other than private automobile, the Project's air quality impacts would be reduced.*

**PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1**

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project, Redevelopment Plan Amendments to Mission Bay South Redevelopment Plan, is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.

*The proposed Project would not adversely impact neighborhood-serving retail uses because it would not displace any existing neighborhood-serving retail uses or directly compete with neighborhood-serving retail uses in the Redevelopment Plan area. In fact, the Project would enhance neighborhood-serving retail uses by drawing up to 21 new households and numerous hotel guests to the Mission Bay area, thereby increasing demand for neighborhood-serving retail and increasing patronage of the existing neighborhood-serving retail located within Mission Bay. In addition, construction and operation of the proposed Project could create employment and business opportunity for City residents.*

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

*The proposed Project would have no adverse effect on the City's existing housing stock because the site is part of the Event Center Project, which currently provides no housing. The proposed Project would greatly enhance the character of the neighborhood by bringing new residents and hotel guests to the neighborhood, creating the potential for a more active, dynamic and vibrant neighborhood surrounding the Event Center.*

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

*The proposed Project would preserve and enhance the City's supply of affordable housing through payment of fees that would be available to support affordable housing preservation and production.*

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

*Commuter traffic generated by new residents and visitors of the proposed Project would not impede Muni transit service or overburden City streets or parking. The proposed Project would be constructed within walking distance of Muni light rail and bus stations. As confirmed in the Addendum, the proposed Project would not create any significant transportation impacts beyond those identified in the 2015 Event Center FSEIR.*

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

*The proposed project does not include any commercial office development that could displace industrial or service sectors. The hotel component of the proposed Project would be subject to OCII's first source hiring requirements and would provide ample opportunities for resident employment in the service sector.*

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

*The proposed Project would help the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake because the proposed new building would be constructed in accordance with all applicable building codes and regulations with regard to seismic safety.*

7. That landmarks and historic buildings be preserved.

*The proposed Project will not affect any landmarks or historic buildings. The site is part of the Event Center Project, and there are no landmarked buildings or buildings of historic significance on the site.*

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

*The Project would have a less than significant effect on parks and open space or their access to sunlight and vista. It should be noted that Mission Bay parks are owned by OCII, and are not subject to Planning Code Section 295.*

The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed environmental findings and findings of General Plan conformity on June 18, 2020.

**NOW THEREFORE BE IT MOVED**, that the Commission has reviewed and considered the CEQA Findings and statement of overriding considerations that the Successor Agency previously adopted in Resolution No. 70-2015, and reviewed and considered the CEQA Findings contained in the Addendum, which the Successor Agency adopted in Resolution No. 05-2020, and hereby adopts these additional CEQA Findings as its own. The Commission additionally finds that: (A) implementation of the Project does not require major revisions in the Event Center FSEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (B) no substantial changes have occurred with respect to the circumstances under which the Event Center Project analyzed in the Event Center FSEIR will be undertaken that would require major revisions to the Event Center FSEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Event Center FSEIR; and (C) no new information of substantial importance to the Event Center Project analyzed in the Event Center FSEIR has become available which would indicate that (i) the Project will have significant effects not discussed in the Event Center FSEIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (iv) mitigation measures or alternatives which are considerably different from those in the Event Center FSEIR will substantially reduce one or more significant effects on the environment; and be it,

**Motion No.  
June 18, 2020**

**RECORD NO. 2014.1441GPR  
Mission Bay Blocks 29-32**

**FURTHER MOVED**, that the Commission hereby finds the proposed amendment to the Mission Bay South Redevelopment Plan, as described above, to be consistent with the General Plan of the City and County of San Francisco, including, but not limited to the Housing Element, Commerce and Industry Element, Environmental Projection Element, and Air Quality Element, and is consistent with the eight Priority Policies in City Planning Code Section 101.1 for reasons set forth in this motion.

I hereby certify that the foregoing motion was adopted by the Commission at its meeting on June 18, 2020

Jonas Ionin

Planning Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**Case No. 2014.1441GPR**

Mission Bay South Redevelopment Plan Amendments

Exhibit A

Amendments to the Mission Bay South Redevelopment Plan

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**REDEVELOPMENT PLAN  
FOR THE  
MISSION BAY SOUTH REDEVELOPMENT PROJECT**

---



*office of*

**COMMUNITY INVESTMENT  
and INFRASTRUCTURE**

**SUCCESSOR AGENCY TO THE  
REDEVELOPMENT AGENCY OF THE  
CITY OF SAN FRANCISCO**

**Mission Bay South Redevelopment Plan Approved  
and Adopted by the Board of Supervisors of the City  
and County of San Francisco  
Ordinance No. 335-98, November 2, 1998**

**Amendment Adopted by the Board of Supervisors  
of the City and County of San Francisco  
Ordinance No. 143-13, July 9, 2013**

**Amendment Adopted by the Board of Supervisors  
of the City and County of San Francisco  
Ordinance No. 032-18, March 6, 2018**

**Amendment Adopted by the Board of Supervisors  
of the City and County of San Francisco  
Ordinance No. [ ]-20, [ ], 2020**



---

**REDEVELOPMENT PLAN  
FOR THE  
MISSION BAY SOUTH REDEVELOPMENT PROJECT**

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## 100 INTRODUCTION

All initially capitalized terms shall have the meaning set forth herein, including Section 304.9 and Attachment 5.

## 101 Legal Foundation

This is the Redevelopment Plan (the “Plan”) for the Mission Bay South Redevelopment Project in the City and County of San Francisco (the “City”), State of California, and consists of the Text, the Legal Description of the Plan Area (Attachment 1), the Plan Area Map (Attachment 2), the Redevelopment Land Use Map (Attachment 3), the Zone Map (Attachment 3A), Proposed Public Improvements (Attachment 4) and Definitions (Attachment 5). This Plan was prepared by the Redevelopment Agency of the City and County of San Francisco (the “Agency”) pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000 *et seq.*), the California Constitution and all applicable local laws and ordinances. The Plan is also referred to as the “Mission Bay South Redevelopment Plan.” The Mission Bay South Project Area covered by this Plan is hereinafter referred to as the Plan Area.

The proposed redevelopment of the Plan Area as described in this Plan is consistent with the Central Waterfront Plan, adopted by the Planning Commission of the City and County of San Francisco (the “Planning Commission”) on September 27, 1990, and other applicable elements of the General Plan for the City and County of San Francisco, in effect on the effective date of this Plan, and is in conformity with the eight Priority Policies of Section 101.1 of the City Planning Code in effect at the date of adoption of this Plan.

This Plan is based upon a Preliminary Plan formulated and adopted by the Planning Commission by **Motion No. 14483**, on October 23, 1997. It provides the Agency with the powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the Plan Area. This Plan sets forth the objectives and the basic land use controls within which specific redevelopment activities in the Plan Area will be pursued. It is consistent with provisions of the Community Redevelopment Law in effect at the date of adoption of this Plan.

This Plan and the other Plan Documents, including the Design for Development, shall supersede the San Francisco Planning Code in its entirety, except as otherwise provided herein.

Regardless of any future action by the City or the Agency, whether by ordinance, resolution, initiative or otherwise, the rules, regulations, and official policies applicable to and governing the overall design, construction, fees, use or other aspect of development of the Plan Area shall be (i) this Plan and the other applicable Plan Documents, (ii) to the extent not inconsistent therewith or not superseded by this Plan, the Existing City Regulations and (iii) any new or changed City Regulations permitted under this Plan.

## **102 Relationship of Plan to Plan Documents**

This Plan is enacted to establish the powers, duties, and obligations to implement and further the program generally formulated in this Plan. All real property in the Plan Area is made subject to the controls and requirements of this Plan, and the other applicable Plan Documents.

In order to facilitate the implementation of this Plan, the City and the Agency have entered into the Mission Bay South Interagency Cooperation Agreement (“ICA”). The ICA is intended to provide the framework for cooperation among various City Agencies and the Agency in accordance with this Plan and the other applicable Plan Documents with respect to the review and approval of development authorizations in the Plan Area and, where appropriate, to facilitate cooperation of the City Agencies in issuance of those permits, approvals, agreements and entitlements at each applicable stage of development.

## **103 Redevelopment Project Objectives**

The purposes of the Community Redevelopment Law, which will be attained through, and the major objectives of this Plan are:

- A. Eliminating blighting influences and correcting environmental deficiencies in the Plan Area, including, but not limited to, abnormally high vacancies, abandoned buildings, incompatible land uses, depreciated or stagnant property values, and inadequate or deteriorated public improvements, facilities and utilities.
- B. Retaining and promoting, within the City and County of San Francisco, academic and research activities associated with the University of California San Francisco (“UCSF”), which seeks to provide space for existing and new programs and consolidate academic and support units from many dispersed sites at a single major new site which can accommodate the 2,650,000 square foot program analyzed in the UCSF Long Range Development Plan.
- C. Assembling land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Plan Area.
- D. Replanning, redesigning and developing undeveloped and underdeveloped areas which are improperly utilized.
- E. Providing flexibility in the development of the Plan Area to respond readily and appropriately to market conditions.
- F. Providing opportunities for participation by owners in the redevelopment of their properties.
- G. Strengthening the community’s supply of housing by facilitating economically feasible, affordable housing through installation of needed site improvements and expansion and improvement of the housing supply by the

construction of up to approximately 3,440 very low-, low- and moderate-income and market-rate units, including approximately 1,100 units of very low-, low- and moderate-income housing.

H. Strengthening the economic base of the Plan Area and the community by strengthening retail and other commercial functions in the Plan Area through the addition of up to approximately ~~335,000~~400,000 Leasable square feet of retail space ~~and~~ a hotel of up to 500 rooms and associated uses in the Hotel land use district, depending on the amount of residential uses constructed in the Hotel land use district, a hotel of up to 230 rooms and associated uses on Blocks 29-30 in the Commercial Industrial/Retail land use district, and about 5,953,600 Leasable square feet of mixed office, research and development and light manufacturing uses.

I. Facilitating emerging commercial-industrial sectors including those expected to emerge or expand due to their proximity to the UCSF new site, such as research and development, bio-technical research, telecommunications, business service, multi-media services, and related light industrial, through improvement of transportation access to commercial and industrial areas, improvement of safety within the Plan Area, and the installation of needed site improvements to stimulate new commercial and industrial expansion, employment, and economic growth.

J. Facilitating public transit opportunities to and within the Plan Area to the extent feasible.

K. Providing land in an amount of approximately 41 acres for a variety of publicly accessible open spaces.

L. Achieving the objectives described above in the most expeditious manner feasible.

## **104 Planning Objectives and Policies**

The Central Waterfront Plan of the San Francisco General Plan sets forth broad land use planning objectives and policies for the entire Central Waterfront, of which Mission Bay South is a part. In addition to the redevelopment objectives listed in Section 103, the following planning objectives and policies provide a more detailed treatment of the basic General Plan objectives and policies for the Plan Area, and will guide the uses permitted in the Plan Area, the construction of facilities therein, and other physical development of the Plan Area. Application of these objectives and policies is a concerted effort to recognize the positive attributes of the City, to enhance and conserve those attributes, and to improve the quality of the living environment based on human needs. This Plan implements the following to the extent feasible:

### **A. LAND USE**

Objective 1 Create a vibrant urban community in Mission Bay South which incorporates a variety of uses including medical research, office, business

services, retail, entertainment, hotel, light industrial, education, utility, housing, recreation and open space, and community facilities.

Policy 1 Consider land use compatibility in siting the various uses.

Policy 2 Integrate Mission Bay South land uses, scale and circulation systems with surrounding districts and San Francisco Bay.

Policy 3 Create a variety of retail and other visitor-serving uses that benefit residents, workers and visitors, including regional retail, entertainment, recreational, and hotel uses.

Policy 4 Where appropriate, encourage the siting of ground floor neighborhood-serving retail and personal service uses in locations convenient to serve Mission Bay South businesses, residents, visitors and working populations, and/or encourage the siting of other pedestrian-interest activities along pedestrian pathways, at major intersections and at transit stops.

Policy 5 Where appropriate, design building forms and ground floor uses that enliven and activate streets and open space and which provide visual interaction between building occupants and pedestrians (“eyes on the street”) for safety and security.

Objective 2 Assure that adequate community services and facilities are provided for Mission Bay South residents and working population.

Policy 1 Provide for general community services and recreational facilities at a scale appropriate to serve Mission Bay South.

Policy 2 Include adequate public improvements, utilities and amenities.

## B. URBAN DESIGN

Objective 3 Emphasize in Mission Bay South the characteristic San Francisco development patterns, which give its neighborhoods image and means of orientation.

Policy 1 Provide pedestrian scale and interest in ground floor treatments of buildings through the use of treatments such as clear glass fenestration, cornice treatments and detailed facades.

Policy 2 Design in consideration of protecting major views of the Bay, the Bay Bridge and the Downtown skyline from Mission Bay South and, if feasible, the elevated 1-280 freeway along Mission Bay South, using street view corridors, open space, the careful placement of building forms and building massing.



## Mission Bay South Redevelopment Plan

Policy 3 Create a visual and physical access to San Francisco Bay and the channel of China Basin.

Policy 4 Recognize that buildings, open spaces and view corridors, seen together, will create the character of Mission Bay South.

Policy 5 Achieve high quality design for buildings and landscaping.

Policy 6 Emphasize the importance of intersections by encouraging higher density uses, taller buildings (one to two stories or the tallest portion of buildings) and architectural variety on street corners.

Policy 7 Avoid extreme contrasts in color, shape and other characteristics, which will cause new buildings to stand out in excess of their public importance.

Policy 8 Promote building forms that enhance sun exposure on public open spaces.

Objective 4 Create a building form for the Mission Bay South area such that the scale of new development relates to the adjacent waterfront and to adjacent buildings.

Policy 1 Building heights should decrease as they approach the water's edge.

Policy 2 Provide variety in building design within a block to break up the perception of bulk and to achieve a visually interesting streetscape.

### C. NEIGHBORHOOD ENVIRONMENT

Objective 5 Develop new residential neighborhoods in consideration of the character and quality of traditional San Francisco neighborhoods.

Policy 1 Create a pattern of buildings built to the front property line so that building facades generally define streets and public places.

Policy 2 As appropriate to the neighborhood, provide on-street parking in the manner typical throughout the City. Limit the amount of curb cut and garage door access to off-street parking in housing blocks.

Policy 3 Whenever possible, orient housing entrances toward the street or walkway.

Policy 4 Screen parking garages at-grade along streets with retail, housing, art elements or landscape treatments.

Policy 5 Encourage social interaction by use of outdoor common areas for horizontal circulation in residential blocks, when feasible.

## Mission Bay South Redevelopment Plan

Policy 6 Provide adequate active outdoor recreation spaces, including passive recreational spaces, and facilities for the area's residential population.

Policy 7 Provide for building security through street orientation of housing, housing design and adequate street lighting.

Policy 8 Provide for pedestrian and open space security through visibility of public spaces and avoid obscured spaces with little sense of proprietorship.

Policy 9 Design buildings in consideration of noise and traffic in the area. Such design can include measures such as placing residential units above a podium of parking or commercial uses, installing double-glazed windows and using sound attenuation construction methods and materials along the traffic-facing walls, placing sleeping quarters away from noise sources, and installing varieties of trees that tolerate traffic impacts.

### D. RECREATION AND OPEN SPACE

Objective 6 Provide a variety of open spaces adequate to serve the Mission Bay South community and to augment the City's open space network.

Policy 1 Create parks, open space and recreational facilities within a comfortable walking/wheelchair traveling distance to serve the needs of Mission Bay South residents, workers and visitors of all ages and that are accessible to everyone, including the physically disabled and the elderly.

Policy 2 Create an open space network which provides walking, jogging and bicycle paths between recreation and open space areas throughout Mission Bay South, and provide connections to City-wide pedestrian, bicycle and open space networks, where applicable.

Policy 3 Orient development and parks, public and private open space, and pedestrian areas to facilitate solar access and wind protection for public open space where feasible and consistent with the land uses and intensities contemplated by this Plan.

Policy 4 Enhance parks and open spaces by maintaining view corridors from such areas.

### E. COMMERCE AND INDUSTRY

Objective 7 Maintain, enhance and diversify a sound and dynamic economic base for Mission Bay South and the City.

Policy 1 Encourage the siting of educational institutions, medical research and development, retail, multi-media/ telecommunications, recreational, entertainment and public and private utility uses at Mission Bay South in a manner compatible with adjacent uses.

## Mission Bay South Redevelopment Plan

Policy 2 Encourage complementary support services to Mission Bay South such as office, light industrial, business service and neighborhood-serving retail in order to add to the economic diversity of the area and the City.

Objective 8 Expand employment opportunities in Mission Bay South for San Francisco residents.

Policy 1 Promote the creation of jobs for a highly skilled and professional work force.

Policy 2 Promote efforts to attract, retain and expand employment improvement opportunities for unskilled and semi-skilled workers.

### F. TRANSPORTATION

Objective 9 Establish a street system, which is consistent in function and design with the character and use of adjacent land and efficient traffic flow.

Policy 1 Design the Mission Bay South street system in consideration of the layout of surrounding City streets consistent with the Infrastructure Plan for Mission Bay South.

Policy 2 Design the Mission Bay South streets (curb to curb) to the minimum scale necessary to provide required movement, parking, transit, bicycle and access functions.

Policy 3 Establish a truck route system to facilitate truck movements within and through Mission Bay South.

Policy 4 Within a “Transit First” environment, provide parking facilities in consideration of the needs of residents, workers, visitors and their service providers.

Policy 5 Explore opportunities for shared use of parking facilities, both day and night.

Objective 10 Accommodate the expansion of transit services to, from, through and within Mission Bay South.

Policy 1 Work with transit providers to coordinate the siting of transit stops at locations serving high-density uses.

Policy 2 Encourage the siting of shelters, and retail and personal service uses at or near transit stops.

Objective 11 Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.

Objective 12 Provide for convenient, safe, and pleasant pedestrian circulation.

Policy 1 Recognize the importance of the pedestrian environment in the street level design of buildings.

Policy 2 Where appropriate, provide for public pedestrian-dominated streets with limited vehicular access.

Policy 3 Ensure quality street level environments, including street furniture.

Policy 4 Expand and enhance pedestrian access to San Francisco Bay and to the channel of China Basin.

## **200 DESCRIPTION OF THE PLAN AREA**

The boundaries of the Plan Area are described in the “Legal Description of the Plan Area,” attached as Attachment I and shown on the “Plan Area Map,” attached as Attachment 2.

## **300 USES PERMITTED IN THE PLAN AREA**

### **301 Redevelopment Land Use Map**

The “Redevelopment Land Use Map,” attached hereto as Attachment 3, illustrates the location of the Plan Area boundaries, major streets within the Plan Area and the proposed land uses to be permitted in the Plan Area.

### **302 Designated Land Uses**

Land uses are permitted in the Plan Area as either principal or secondary uses as provided below. Principal uses shall be permitted in the Plan Area in the particular land use district as set forth in Sections 302.1 through 302.7 of this Plan, in accordance with the provisions of this Plan.

Secondary uses shall be permitted in a particular land use district as set forth in Sections 302.1, 302.3 and 302.4, provided that such use generally conforms with redevelopment objectives and planning and design controls established pursuant to this Plan and is determined by the Executive Director to make a positive contribution to the character of the Plan Area, based on a finding of consistency with the following criterion: the secondary use, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.

#### **302.1 Mission Bay South Residential**

The Mission Bay South Residential land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of residential uses and compatible local-serving retail and other uses which can be in mixed use facilities.

Mission Bay South Redevelopment Plan

- A. The following principal uses are permitted in the Mission Bay South Residential district:

Dwelling Units

Retail Sales and Services:

Local-Serving Business, excluding Bars, aerobics studios, and dry- cleaning facilities that conduct onsite dry-cleaning operations

Restaurants

Automobile Rental

Arts Activities and Spaces:

Arts activities in ground floor commercial spaces and/or in Live/Work Units

Office Use:

Local-Serving Business above the ground floor

Home and Business Services:

Catering Establishment

Household and business repair

Interior decorating shop

Other Uses:

Family Child Care Facility

Home Occupation

Live/Work Units

Open Recreation

Outdoor Activity Area

Parking

Automated Teller Machines (ATMs)

Telecommunications antenna and equipment

Installation of tower or antenna for reception of radio and television for benefit of building occupants

- B. The following secondary uses shall be permitted in the Mission Bay South Residential district if the criteria set forth in this Section 302 are met:

Institutions, including but not limited to:

Local-Serving Child Care Facility

Small residential care facility licensed by the State

Small social service/philanthropic facility

Small vocational/job training facility

Church/religious institution

Retail Sales and Services:

Aerobics studios

## Mission Bay South Redevelopment Plan

### Animal Care:

Animal Services in enclosed building

### Office Use:

Local-Serving Business on the ground floor

### Other Uses:

Walk-Up Facility, except ATMs

Commercial wireless transmitting, receiving or relay facility with these reports if required

## 302.2 Hotel

The Hotel land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of primarily hotel, retail sales, destination retail, assembly and entertainment with compatible other uses, excluding Theaters.

The following principal uses are permitted in the Hotel district:

### Retail Sales and Services:

Tourist Hotel

All Retail Sales and Services, including Bars and aerobic studios and excluding dry-cleaning facilities that conduct onsite dry-cleaning operations

Restaurants

Automobile Rental

### Art Activities and Spaces

### Assembly and Entertainment:

Amusement Enterprise

Nighttime Entertainment

Recreation building

### Institutions:

Local-Serving Child Care Facility

### Home and business services:

Catering Establishment

### Animal Care:

Animal Services in enclosed building

### Other Uses:

Open Recreation

Outdoor Activity Area

Parking

Walk-Up Facility, including ATMs

Commercial wireless transmitting, receiving or relay facility with required  
EMR reports  
Telecommunications antenna and equipment  
Installation of tower or antenna for reception of radio and television for  
benefit of building occupants

The following secondary uses shall be permitted in the Hotel district if the criterion for a secondary use as set forth in Section 302 is met:

Dwelling Units, as long as they do not preclude within the Hotel land use district the development of an economically feasible hotel (subject to the limitations in Section 304.5 of this Plan) that will comply with the Design for Development and other Plan Documents, which determination the Agency shall make at the time it approves any dwelling units in the Hotel land use district.

### 302.3 Commercial Industrial

The Commercial Industrial land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of Commercial Industrial uses, including Manufacturing, Office Use, Animal Care facilities, Wholesaling and Other Uses, as described below. This district also includes compatible local-serving retail and personal services (excluding Theaters), consisting of the balance of the uses discussed below.

A. The following principal uses are permitted in the Commercial Industrial district:

Manufacturing (including office space and administrative uses associated therewith):

Light manufacturing uses involving assembly, packaging, repairing or  
processing of previously prepared materials  
Software development and multimedia  
Industrial or chemical research or testing laboratory  
Medical research and bio-technical research facility  
Experimental laboratory

Institutions:

Vocational/job training facility

Retail Sales and Services:

Local-Serving Business, including Bars and aerobics studios  
Automobile Rental

Arts Activities and Spaces

Office Use

Home and business services:

Blueprinting shop

## Mission Bay South Redevelopment Plan

- Building, plumbing, electrical, printing, roofing, furnace, or pest-control contractor's office
- Carpenter shop, sheet metal fabrication
- Household and business repair shop
- Multi-media business services
- Newspaper publication, desktop publishing
- Printing shop
- Sign-painting shop

### Animal Care:

- Animal Services in enclosed building
- Animal care facilities for animal housing, handling, treatment, transport
- Commercial kennel

### Wholesaling:

- Storage of household or business goods in enclosed building
- Wholesale Sales and Services in enclosed building
- Wholesale storage warehouse
- Cold storage plant

### Automotive:

- Automobile service station
- Automobile wash

### Other Uses:

- Greenhouse or plant nursery
- Open Recreation
- Outdoor Activity Area
- Parking
- Walk-Up Facility, including ATMs
- Commercial wireless transmitting, receiving or relay facility with required EMR reports
- Telecommunications antenna and equipment
- Installation of tower or antenna for reception of radio and television for benefit of building occupants

- B. The following secondary uses shall be permitted in the Commercial Industrial district if the criteria set forth in this Section 302 are met:

### Institutions, including but not limited to the following:

- Clinic for outpatient care
- Local-Serving Child Care Facility
- Post secondary school
- Social service/philanthropic facility
- Church/religious institution
- Clubhouse
- Lodge building



Meeting hall

Assembly and Entertainment:  
Nighttime Entertainment  
Recreation building

Other Uses:  
Public structure or use of a nonindustrial character

#### 302.4 Commercial Industrial/Retail

The Commercial Industrial/Retail land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of industrial, commercial and office uses, retail and compatible other uses, excluding theaters, which can be in mixed-use facilities. The definitions of “Commercial Industrial” and “Retail” are as provided in Section 302.3.

A. The following principal uses are permitted in the Commercial Industrial/Retail district:

Manufacturing (including office space and administrative uses associated therewith):

Light manufacturing uses involving assembly, packaging, repairing or processing of previously prepared materials  
Software development and multimedia  
Industrial or chemical research or testing laboratory  
Medical research and bio-technical research facility  
Experimental laboratory

Institutions:

Vocational/job training facility

Retail Sales and Services:

All Retail Sales and Services, including Bars and aerobic studios  
Restaurants  
Automobile Rental  
[Tourist Hotel \(Blocks 29-30 only\)](#)

Arts Activities and Spaces

Office Use

Home and business services:

Blueprinting shop  
Building, plumbing, electrical, printing, roofing, furnace, or pest-control contractor’s office  
Carpenter shop, sheet metal fabrication  
Household and business repair shop  
Multi-media business services  
Newspaper publication, desktop publishing

Mission Bay South Redevelopment Plan

Printing shop  
Sign-painting shop

Animal Care:

Animal Services in enclosed building  
Animal care facilities for animal housing, handling, treatment, transport  
Commercial kennel

Wholesaling:

Storage of household or business goods in enclosed building  
Wholesale Sales and Services in enclosed building  
Wholesale storage warehouse  
Cold storage plant

Automotive:

Automobile service station  
Automobile wash

Dwelling Units (Blocks 29-30 only)

Other Uses:

Greenhouse or plant nursery  
Open Recreation  
Outdoor Activity Area  
Parking  
Walk-Up Facility, including ATMs  
Commercial wireless transmitting, receiving or relay facility with required  
EMR reports  
Telecommunications antenna and equipment  
Installation of tower or antenna for reception or radio and television for  
benefit of building occupants

- B. The following secondary uses shall be permitted in the Commercial Industrial/Retail district if the criteria set forth in this Section 302 are met:

Institutions, including but not limited to:

Local-Serving Child Care Facility  
Social service/philanthropic facility  
Church/religious institution  
Clinic for outpatient care  
Post secondary school  
Clubhouse  
Lodge building  
Meeting hall

Assembly and Entertainment:

Nighttime Entertainment  
Recreation building

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### Other Uses:

Public structure or use of a nonindustrial character

### 302.5 UCSF

The UCSF land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of institutional and academic uses as outlined in the 1996 Long Range Development Plan ("LRDP"). The land use district includes a proposed approximately 2.2-acre San Francisco Unified School District public school site. (Refer to Section 403 herein regarding cooperation between UCSF and the Agency.) The following indicates the type of uses, as defined in the UCSF LRDP, that will be developed by The Regents in the UCSF land use district, and which are generally consistent with the uses contemplated under this Plan:

#### Instruction:

Auditoriums, classrooms, seminar rooms  
Teaching laboratories

#### Research:

Medical and biomedical laboratory facilities  
Office-based or computer-based research facilities  
Cold rooms, glass wash, microscopy areas, and other instrument areas

#### Clinical:

Community-serving clinic for outpatient care

#### Academic Support:

Animal care facilities for animal housing, handling, treatment, transport  
Library and library facilities  
Multimedia business services  
Newspaper publication, desktop publishing

#### Academic/Campus Administration:

Administrative offices and administrative service  
Academic offices and academic department/school facilities  
Non-academic offices such as police and personnel offices

#### Campus Community:

Arts activities  
Local-serving business and professional service  
Local-serving child care facility  
Elementary school or secondary school  
Local-serving retail business or personal service establishments  
Social service/philanthropic facility  
Meeting hall  
Recreation building  
Open recreation/open space  
Public structure or use of a non-industrial character

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### Logistics:

- Automatic laundry
- Dry-cleaning establishment and hand-ironing establishment
- Hospital laundry plant
- Blueprinting shop
- Building, plumbing, electrical, printing, roofing, or pest-control office
- Carpenter shop, sheet metal fabrication
- Printing shop
- Sign-painting shop
- Service yard
- Storage building
- Cold storage plant
- Utility plant
- Installation of tower or antenna for reception
- Uses accessory to and supportive of the principal uses within a building

### 302.6 Mission Bay South Public Facility

The Mission Bay South Public Facility land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of land other than housing sites or open space owned by a governmental agency or other public or semi-public entity and in some form of public or semi-public use.

The following principal uses are permitted in the Mission Bay South Public Facility district:

- Fire/Police station
- Open lot or enclosed Storage
- Railroad tracks and related facilities
- Other public structure or use

### 302.7 Mission Bay South Open Space

The Mission Bay South Open Space land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of a comprehensive system of open spaces, including parks, plazas, and open space corridors. Only recreational uses and uses accessory to and supportive of recreational use are permitted in this district including, but not limited to, accessory parking,

kiosks and pushcarts; except that a facility containing up to 13,637 Leasable square feet of retail uses on a development footprint not to exceed 7,500 gross square feet may be constructed on parcel P22 on Attachment 2.

## **303 Other Land Uses**

### 303.1 Public Rights-of-Way

As illustrated on the Redevelopment Land Use Map (Attachment 3) the major public streets within the Plan Area include: Owens Street, Third Street, Terry Francois Boulevard,

Channel Street, Sixteenth Street, and Mariposa Street. Up to five new east-west major streets will be created between Channel Street and Sixteenth Street. Alignments are not exact and are shown on the Redevelopment Land Use Map for illustrative purposes.

Fourth Street will be realigned and extended from the channel of Mission Creek to Mariposa Street; Owens Street will be extended from Sixteenth Street to Mariposa Street; and Channel Street will be extended from Fourth Street to Third Street. Other existing streets, alleys and easements may be abandoned, closed or modified as necessary for proper development of the Plan Area.

Any changes in the existing street layout within the Plan Area, and in the event that Agency funding is used, outside of the Plan Area, shall be in accordance with the objectives of this Plan.

The public rights-of-way may be used for railroad, vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities and activities typically found in public rights-of-way. Railroad rights-of-way are allowed in any land use district.

Railroad rights-of-way may be outside the street rights-of-way.

### 303.2 Other Public and Semi-Public Uses

In any area shown on the Redevelopment Land Use Map (Attachment 3), the Agency is authorized to permit the maintenance, establishment or enlargement of utility easements and boxes and equipment appurtenant thereto. Other permitted public uses are specified in Sections 302.6 and 302.7 of this Plan.

### 303.3 Temporary and Interim Uses

Pending the ultimate development of land consistent with the land use program described in Attachment 3, certain interim and temporary uses are authorized as follows:

- A. Temporary Uses: The following uses are authorized as of right pursuant to this Plan for a period not to exceed ninety (90) days:
  - Booth for charitable, patriotic or welfare purposes;
  - Exhibition, celebration, festival, circus or neighborhood carnival;
  - Open Air Sales of agriculturally produced seasonal decorations including, but not necessarily limited to, Christmas trees and Halloween pumpkins;
  - Convention staging;
  - Parking; and
  - Truck parking and loading.
- B. Interim Uses: Interim Uses of over ninety (90) days may be authorized for an initial time period to be determined by the Executive Director of the Agency not to exceed fifteen (15) years, upon a determination by the Executive Director that the authorized uses will not impede the orderly development of the Plan Area as contemplated in this Plan. Extensions of this approval period may be authorized

by the Executive Director in increments of up to five (5) year periods, subject to the same determination as required for the initial period. Permissible interim uses are as follows:

Rental or sales office incidental to a new development, provided that it be located in the development or a temporary structure;

Structures and uses incidental to environmental cleanup and staging;

Temporary structures and uses incidental to the demolition or construction of a structure, building, infrastructure, group of buildings, or open space, including but not limited to construction staging of materials and equipment;

Storage;

Parking; and

Truck Parking.

- C. Interim Pacific Bell Ballpark Parking: Interim parking associated with the Pacific Bell (San Francisco Giants) Ballpark within the Plan Area which was previously approved by the City Zoning Administrator is permitted as a matter of right, pursuant to the terms and conditions of the Zoning Administrator letter. Extensions of the original approval shall be governed by Section 303.3(B).

#### 303.4 Nonconforming Uses

The Agency shall provide for the reasonable continuance, modification and/or termination of nonconformities as provided in this Section 303.4 to promote compatibility of uses, eliminate blighting conditions and effectuate the purposes, goals, and objectives of this Plan. The Agency shall permit the continuation of existing, nonconforming uses and structures for (1) 15 years after the date of adoption of this plan; or (2) for such use in fully enclosed warehouse buildings east of Third Street for an initial period through February 27, 2001 with an additional period of at least 25 years after the expiration of this initial period. In either case, the Executive Director is authorized to grant extensions of time if he/she determines that the extension will not impede the orderly development of the Plan Area. No extension shall be for a period in excess of two years. Successive extensions, subject to the same limitations, may be granted upon new application.

The Executive Director may authorize additions, alterations, reconstruction, rehabilitation, or changes in use through uses or structures which do not conform to the provisions of this Plan, subject to the same determination as is provided above for extensions of the nonconforming use period.

### **304 General Controls and Limitations**

All real property in the Plan Area is made subject to the controls and requirements of this Plan. No real property shall be developed or rehabilitated after the date of the adoption of this Plan, except in conformance with the provisions of this Plan and the other applicable Plan Documents.

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### 304.1 Construction

All construction in the Plan Area shall comply with the provisions of Section 306 of this Plan, the applicable Plan Documents, and all applicable laws.

### 304.2 Rehabilitation and Retention of Properties

Any existing structure within the Plan Area approved by the Agency for retention and rehabilitation shall be repaired, altered, reconstructed or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to the surrounding uses.

### 304.3 Limitation on the Number of Buildings

The number of Buildings in the Plan Area shall not exceed 500.

### 304.4 Number of Dwelling Units

The number of Dwelling Units ~~presently~~ in the Plan Area ~~is currently none, and~~ shall be approximately 3,440 under this Plan. Of those 3,440 Dwelling Units, 350 are allocated to the Hotel land use district and cannot be constructed on any site other than Block 1, and up to 21 are allocated to Blocks 29-30 in the Commercial Industrial/Retail land use district and cannot be constructed on any site other than Blocks 29-30, with the remaining Dwelling Units allocated to the Mission Bay South Residential land use district. The total number of Dwelling Units that may be constructed within the Hotel land use district must not exceed 350 Dwelling Units and must not preclude the development of a hotel within the Hotel land use district as provided for in Section 302.2. Further, inclusion of Dwelling Units within the Hotel land use district will reduce the total number of hotel ~~size~~rooms and Leasable square footage of retail allowed in the ~~Plan Area~~Hotel land use district as provided for in Section 304.5.

### 304.5 Limitation on Type, Size and Height of Buildings

The type of buildings may be as permitted in the Building Code as in effect from time to time. Approximately ~~335,000~~400,000 Leasable square feet of retail space, ~~an up to~~ 500-room hotel in the Hotel land use district and an up to 230-room hotel on Blocks 29-30 in the Commercial Industrial/Retail land use district, including associated uses such as retail, banquet and conferencing facilities, approximately 5,953,600 Leasable square feet of mixed office, research and development and light manufacturing uses, with about 2,650,000 square feet of UCSF instructional, research and support uses are allowed in the Plan Area.

The 5,953,600 Leasable square feet is allocated to the Zones depicted on Attachment 3A as follows: 504,000 Zone B; 414,000 Zone C; 35,600 Zone D. The balance is permitted in Zone A and on other sites designated Commercial Industrial on Attachment 3. In addition to the 5,953,600 Leasable square feet of Commercial Industrial uses, up to 45,000 Leasable square feet of such Commercial Industrial uses are permitted in Zone B and 36,000 Leasable square feet in Zone C, respectively, in lieu of all or a portion of the retail allocations provided below for such zones; provided, however, that the total development programs for Zones B and C shall not exceed 549,000 and 450,000 Leasable square feet, respectively.

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Of the ~~335,000~~400,000 Leasable square feet, up to ~~105,700~~170,700 Leasable square feet may be City-serving retail, allocated as follows: ~~20,700~~85,700 on blocks 29, 30, 31, 32 and 36 in Zone A (except that approximately 65,000 Leasable square feet of such City-serving retail may only be located on Blocks 29-32); 45,000 Zone B; 36,000 Zone C; 4,000 Zone D. The balance of the permitted retail use, 229,300 Leasable square feet, is allocated as follows: 50,000 entertainment/neighborhood-serving retail in the Hotel district, 159,300 neighborhood-serving retail in Zone A and sites designated Commercial or Mission Bay South Residential on Attachment 3 in the Plan Area, and 20,000 neighborhood-serving retail on Agency-sponsored affordable housing sites.

In addition to the maximum densities described above, the following uses are permitted: (a) a total of up to approximately 10,000 additional Leasable square feet of neighborhood-serving retail uses on Agency-sponsored affordable housing sites (bringing the total permitted allocation of neighborhood-serving retail on Agency-sponsored affordable housing sites to 30,000 Leasable square feet); and (b) an up to approximately 13,637 Leasable square foot retail facility on parcel P22 on Attachment 2.

The floor area ratio for Commercial Industrial and Commercial Industrial/Retail shall be a maximum of 2.9:1, averaged over the entire area of these two land use districts combined, except that the area in Zones B-D shall be excluded from the calculation. The floor area ratio for Zones B-D shall be a maximum of 2.9:1, calculated separately for each Zone. Maximum building height within the Plan Area is 160 feet.

If Dwelling Units are constructed within the Hotel land use district, the maximum size of the hotel within the Hotel land use district will be reduced to 250 rooms and the maximum amount of retail square footage within the Hotel land use district will be reduced to 25,000 Leasable square feet.

### 304.6 Open Space

Open space to be provided in the Plan Area is the total of all public open spaces and shall be approximately 41 acres, including approximately 8 acres of publicly accessible open space that will be provided within the UCSF land use district.

### 304.7 Utilities

All utilities within the Plan Area, and in the event Agency funding is used, outside of the Plan Area, shall be placed underground whenever physically and economically feasible.

### 304.8 Nondiscrimination and Nonsegregation

There shall be no discrimination or segregation based upon race, color, creed, religion, sex, gender identity, sexual orientation, age, marital or domestic partner status, national origin or ancestry, or disability including HIV/AIDS status permitted in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Plan Area.



304.9 Fees and Exactions: All Plan Area Property Excepting X2, X3 and X4

The following provisions shall apply to all property in the Plan Area excepting the property designated X2, X3 and X4 on Attachment 2 and parcels utilized as affordable housing developed by Agency-sponsored entities.

- A. Definitions: For purposes of this Section 304.9 only, the definitions below shall apply.

**Administrative Fee.** Any fee charged by any City Agency or the Agency in effect at the time of submission for the processing of any application for Building Permits, subdivision maps, other City regulatory actions or approvals for a Major Phase or Project in the Plan Area that are generally applicable on a City-wide basis for similar land uses.

**Art Requirement.** The installation and maintenance of works of art costing an amount equal to 1 percent of the hard costs of initial construction (excluding therefrom the costs of Infrastructure and tenant improvements) of a Project for retail or commercial uses exceeding 25,000 gross square feet of floor area prior to the issuance of the first certificate of occupancy or such later time as may be determined by the Agency not to exceed one year thereafter; provided, however, that where the works of art are proposed to be included within an Open Space Parcel, such installation may occur any time prior to completion of the improvements to the Open Space Parcel. Such works may include sculpture, bas-relief, murals, mosaics, decorative water features, fountains, tapestries or other artwork and shall be located in and permanently affixed to a Project, its grounds or an Open Space Parcel or the surrounding area.

**Child Care Requirements.** The requirements set forth in City Planning Code Section 314.

**City-Wide.** All privately-owned property within (1) the territorial limits of the City or (2) any designated use district or use classification of the City so long as (a) any such use district or use classification includes more than an insubstantial amount of affected private property other than affected private property within the Plan Area and the Mission Bay North Plan Area, (b) the use district or use classification includes all private property within the use district or use classification that receives the general or special benefits of, or causes the burdens that occasion the need for, the new City Regulation or Development Fees or Exactions, and (c) the cost of compliance with the new City Regulation or

Development Fee or Exaction applicable to the same type of use in the Plan Area (or portion thereof) does not exceed the proportional benefits to, or the proportional burdens caused by private development of that type of use in, the Plan Area (or portion thereof).

**Development Fees or Exactions.** A monetary or other exaction including in-kind contributions, other than a tax or special assessment or Administrative Fee, which is charged by the Agency or any City Agency in connection with any permit, approval, agreement or entitlement for a Major Phase or Project or any requirement for the provision of land for a construction of public facilities or Infrastructure or any requirement to provide or contribute to any public amenity or services. Development Fee or Exaction does not include Building Codes in effect from time to time generally applicable on a City-wide basis to similar land uses.

**Improvements.** Buildings, structures, Infrastructure and other work of improvement to be constructed in or for the benefit of the Plan Area.

**Infrastructure.** Open space (including, among other items, park improvements and restrooms), streets, sewer and storm drainage systems, water systems, street improvements, traffic signal systems, dry utilities, and other Improvements any of which are to be constructed in or for the benefit of the Plan Area.

**Major Phase.** A development segment comprising one or more of the numbered parcels shown on Attachment 2 (or portions of parcels) included with a numbered parcel or a remaindered parcel if so approved by Agency pursuant to the design review and document approval procedure under an applicable owner participation agreement containing one or more Projects.

**Open Space Parcel.** Those parcels or portions thereof designated for use as parks, plazas, or other public open space in Attachment 3 of this Plan.

**Project.** An individual Building and the related Improvements anticipated to be constructed in connection therewith under this Plan.

**School Facilities Impact Fee.** The sum payable to the San Francisco Unified School District pursuant to Government Code Section 65995.

- B. Administrative Fees: Nothing in this Plan shall preclude or constrain the Agency or any City Agency from charging and collecting an Administrative Fee or any such fee which may be provided for in any owner participation agreement.
- C. Development Fees and Exactions:
  - (i) Existing Development Fees or Exactions. Except as provided in the following provisions of this Section 304.9C, from and so long as this Plan is in effect, the following Development Fees or Exactions as same are in effect as of the date of adoption of this Plan, and only the following, are applicable to the Plan Area: (a) the School Facilities Impact Fee; (b) the Child Care Requirements; and (c) the Art Requirement.
  - (ii) New or Increased Development Fees or Exactions. No increase in any Development Fee or Exaction and no new Development Fee or Exaction shall be

applicable to the Plan Area for ten (10) years following the date of issuance to Owner of the first Building Permit for a Project in the South Plan Area and, thereafter, shall only be applicable if said new or increased Development Fee or Exaction is generally applicable on a City-Wide basis to similar land uses; provided, however, that any increase in the School Facilities Impact Fee authorized by any change in state law at any time after the approval of this Plan shall apply. Any new or increased Development Fee or Exaction which becomes effective more than ten (10) years following the date of issuance to Owner of the first Building Permit for a Project in the Plan Area shall be applicable to the Plan Area so long as such new or increased Development Fee or Exaction is (i) generally applicable on a City-Wide basis to similar land uses and (ii) not redundant as to the initial Project of a fee, dedication, program, requirement or facility described in the applicable Plan Documents related to (A) affordable housing or (B) open space.

Notwithstanding the foregoing, new or increased Development Fees or Exactions may be imposed in order to comply with changes in applicable federal or state law or regulations as further provided in Subsection 304.9C(iii); provided, however, that any such new or increased Development Fee or Exaction shall be applied to the Plan Area on a Project by Project basis in a manner which is proportional to the impacts caused by the development in the Plan Area; that is, any such Development Fee or Exaction shall be no more than the equitable share of the cost of funding reasonable compliance with the applicable federal or state law or regulation taking into account the equitable amount allocable to the impacts caused by previous or existing development within the City. In no event shall any Project within the Plan Area be required to pay a new or increased Development Fee or Exaction in connection with compliance with any such federal or state law or regulation which is not applied on a City-Wide basis to similar land uses.

(iii) Protection of Public Health and Safety. Notwithstanding any provision of this Section 304.9C to the contrary, the Agency and any City Agency having jurisdiction, shall exercise its discretion under this Plan and the other applicable Plan Documents in a manner which is consistent with the public health, safety and welfare and shall retain, at all times, its and their respective authority to take any action that is necessary to protect the physical health and safety of the public including without limitation authority to condition or deny a permit, approval, agreement or other entitlement or to change or adopt any new City Regulation if required (a) to protect the physical health or safety of the residents in the Plan Area, the adjacent community or the public, or (b) to comply with applicable federal or state law or regulations including without limitation changes in

Existing City Regulations reasonably calculated to achieve new, more restrictive federal or state attainment or other standards applicable to the City for water quality, air quality, hazardous materials or otherwise relating to the physical environment where such City Regulations are generally applicable and proportionally applied to similar land uses on a City-Wide basis but subject, in all

events, to any rights to terminate any owner participation agreement between an owner and the Agency as set forth in the applicable Plan Documents. Except for emergency measures, any City Agency or the Agency, as the case may be, will meet and confer with the owner in advance of the adoption of such measures to the extent feasible, provided, however, that said City Agency and the Agency shall each retain the sole and final discretion with regard to the adoption of any new City Regulation in furtherance of the protection of the physical health and safety of the public as provided in this Subsection 304.9C(iii).

(iv) Nonconflicting Laws. In addition to the reservation set forth in Section 304.9C(iii), the City Agencies and the Agency reserve the right to impose any new City Regulations and any changes to the Existing City Regulations (except for the Planning Code sections superceded by this Plan) that do not conflict with the development allowed by this Plan and the other applicable Plan Documents. As used herein, “conflict” means any proposed new or changed City Regulations which preclude or materially increase the cost of performance of or compliance with any provision of this Plan or the applicable Plan Documents or do any of the following: alter the permitted uses of land; decrease the maximum building height of buildings; reduce the density or intensity of development permitted; delay development; limit or restrict the availability of Infrastructure; impose limits or controls on the timing, phasing or sequencing of development; or modify Development Fees or Exactions except as permitted by this Section 304.9C. Notwithstanding the foregoing, the City may apply its then current standards for Infrastructure pursuant to then applicable City Regulations. Nothing in this Plan or the other applicable Plan Documents shall be deemed to limit any City Agency’s or the Agency’s ability to comply with the California Environmental Quality Act (“CEQA”).

#### 304.10 Fees and Exactions: Parcels X2, X3 and X4

The parcels designated X2, X3 and X4 (as shown on Attachment 2) shall be subject to all fees and exactions under the City Planning Code in effect from time to time, except as otherwise provided pursuant to an owner participation agreement if the Agency determines that the public benefits under the owner participation agreement exceed those that would otherwise be obtained through imposition of the City Planning Code fees and exactions.

304.11 Office Development Limitations. By Resolution No. 14702, the Planning Commission adopted findings pursuant to Planning Code Section 321(b)(1) that the office development contemplated in this Plan in particular promotes the public welfare, convenience and necessity, and in so doing considered the criteria of Planning Code Section 321(b)(3)(A)-(G). The findings contained in Resolution No. 14702 are incorporated herein by reference and

attached as Attachment 6 to this Plan. Because the office development contemplated by this Plan has been found to promote the public welfare, convenience and necessity, the determination required under Section 321(b), where applicable, shall be deemed to have been made for all specific office development projects undertaken pursuant to this Plan. No office development project contemplated by this Plan may be disapproved either (i) for inconsistency with Planning

Code Sections 320-325 or (ii) in favor of another office development project that is located outside the Plan Area and subject to Planning Code Sections 320-325; provided, however, that (x) no office development project shall be approved that would cause the then applicable annual limitation contained in Planning Code Section 321 to be exceeded, and (y) the Planning Commission shall consider the design of the particular office development project to confirm that it is consistent with the Commission's findings contained in Resolution No. 14702. Upon such determination, the Planning Commission shall issue a project authorization for such project. The decision on the design of any particular office development project reviewed pursuant to this Section 304.11 shall be binding on the Agency.

### **305 Variations**

The Agency may modify the land use controls in this Plan where, owing to unusual and special conditions, enforcement would result in undue hardships or would constitute an unreasonable limitation beyond the intent and purposes of these provisions. Upon written request for variation from the Plan's land use provisions from the owner of the property, which states fully the grounds of the application and the facts pertaining thereto, and upon its own further investigation, the Agency may, in its sole discretion, grant such variation from the requirements and limitations of this Plan. The Agency shall find and determine that the variation results in substantial compliance with the intent and purpose of this Plan, provided that in no instance will any variation be granted that will change the land uses of this Plan.

### **306 Design for Development**

Within the limits, restrictions and controls established in this Plan, the Agency is authorized to establish height limits of buildings, land coverage, density, setback requirements, design and sign criteria, traffic circulation and access standards, and other development and design controls necessary for proper development of both private and public areas within the Plan Area, as set forth in the Design for Development.

## **400 PROPOSED REDEVELOPMENT ACTIONS**

### **401 General Redevelopment Actions**

The Agency proposes to achieve the objectives of Sections 103 and 104 and effectuate the policies of Section 104 of this Plan by:

- A. The acquisition of real property;
- B. The demolition or removal of certain buildings and improvements and the relocation of rail lines;
- C. The provision for participation in redevelopment by owners presently located in the Plan Area and the extension of preferences to business occupants and other tenants desiring to remain or relocate within the redeveloped Plan Area;
- D. The management of any property acquired by and under the ownership or control of the Agency;

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- E. The provision of relocation assistance to eligible occupants displaced from property in the Plan Area;
- F. The installation, construction or reconstruction of streets, utilities, parks, other open spaces, and other public improvements;
- G. The disposition of property for uses in accordance with this Plan;
- H. The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan and to promote economic development of the area;
- I. The rehabilitation of structures and improvements by present owners, their successors and the Agency;
- J. The assembly of adequate sites for the development and construction of residential, commercial or industrial facilities; and
- K. Provision for very low-, low- and moderate-income housing.

To accomplish the above activities in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law.

### **402 Participation Opportunities; Extension of Preferences for Reentry Within Redeveloped Plan Area**

#### 402.1 Opportunities for Owners and Business Tenants

In accordance with this Plan and the rules for participation by owners and the extension of preferences to business tenants adopted by the Agency pursuant to this Plan and the Community Redevelopment Law, persons who are owners of real property in the Plan Area shall be given a reasonable opportunity to participate in redevelopment by: (1) retaining all or a portion of their properties and developing or improving such property for use in accordance with this Plan; (2) acquiring adjacent or other properties within the Plan Area and developing or improving such property for use in accordance with this Plan; or (3) selling their properties to the Agency and purchasing other properties in the Plan Area.

The Agency shall extend reasonable preferences to persons who are engaged in business in the Plan Area to participate in the redevelopment of the Plan Area, or to reenter into business within the redeveloped Plan Area, if they otherwise meet the requirements of this Plan.

#### 402.2 Rules for Participation Opportunities, Priorities and Preferences

In order to provide opportunities to owners to participate in the redevelopment of the Plan Area and to extend reasonable preferences to businesses to reenter into business within the redeveloped Plan Area, the Agency has promulgated rules for participation by owners and the extension of preferences to business tenants for reentry within the redeveloped Plan Area.

#### 402.3 Owner Participation Agreements

The Agency shall require as a condition to participation in redevelopment that each participant enter into a binding agreement with the Agency by which the participant agrees to rehabilitate, develop, use and maintain the property in conformance with this Plan and to be subject to its provisions.

Whether or not a participant enters into an owner participation agreement with the Agency, all other provisions of this Plan are applicable to all public and private property in the Plan Area.

In the event that a participant fails or refuses to rehabilitate, develop and use and maintain its real property pursuant to this Plan and the owner participation agreement, the real property or any interest therein may be acquired by the Agency and sold or leased for rehabilitation or development in accordance with this Plan.

#### 402.4 Conforming Owners

Subject to any owner participation agreement provisions, the Agency may determine in its sole and absolute discretion, that certain real property within the Plan Area meets the requirements of this Plan, and the owner of such property will be permitted to remain as a conforming owner without an owner participation agreement with the Agency, provided such owner continues to operate, use and maintain the real property within the requirements of this Plan. However, a conforming owner shall be required by the Agency to enter into an owner participation agreement with the Agency in the event that such owner desires to: (a) construct any additional improvements or substantially alter or modify existing structures on any of the real property described above as conforming; or (b) acquire additional contiguous property within the Plan Area.

#### 402.5 Phasing with Development

Subject to the terms of owner participation agreements, owners shall be required to provide for infrastructure, affordable housing and open space in conjunction with development of improvements in the Plan Area.

### **403 Cooperation with Public Bodies**

The Agency is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures or other improvements (within or without the Plan Area) which land, buildings, facilities, structures or other improvements are or would be of benefit to the Plan Area, in accordance with the ICA.

The Regents of the University of California will work cooperatively with the Agency regarding land use and planning issues in that portion of the Plan Area to be used by the University for educational purposes. This cooperative effort will assure that the mutual interests of UCSF and the Agency are addressed. However, because the University is exempt under Article 9, Section 9 of the State Constitution from local planning, zoning and redevelopment

regulations when using its property in furtherance of its educational purposes, the portion of the Plan Area to be used by UCSF for educational purposes would not be subject to the actions of the Agency to implement this Plan. That portion of the Plan Area within the UCSF land use district to be developed either as a site for the San Francisco Unified School District or as public open space and the dedicated public streets (i.e., 4th Street) would be subject to the jurisdiction of the Agency.

The Regents would develop the UCSF site in accordance with the uses and total gross square footage described in UCSF's 1996 Long Range Development Plan ("LRDP"), as it may be amended from time to time. The LRDP has been subjected to environmental analysis pursuant to the California Environmental Quality Act ("CEQA"), and a Final Environmental Impact Report has been certified by the Regents. As each UCSF development project within the Plan Area is proposed, the Regents will determine whether additional environmental review will be necessary. To the extent provided in CEQA, the CEQA Guidelines and the UC CEQA Handbook, the City, the Agency and the public would have an opportunity to comment on any environmental documentation prepared by the Regents for individual development projects.

#### **404 Property Acquisition**

##### **404.1 Real Property**

The Agency may acquire real property located in the Plan Area by any means authorized by law.

It is in the public interest and necessary in order to eliminate the conditions requiring redevelopment and in order to implement this Plan for the power of eminent domain to be employed by the Agency to acquire real property in the Plan Area which cannot be acquired by gift, devise, exchange, purchase or any other lawful method, except that the Agency is not authorized to employ the power of eminent domain to acquire property on which any persons legally reside. Eminent domain proceedings, if used, must be commenced within twelve (12) years from the date the ordinance adopting this Plan becomes effective.

The Agency is authorized to acquire structures without acquiring the land upon which those structures are located. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee.

##### **404.2 Personal Property**

Where necessary to implement this Plan, the Agency is authorized to acquire personal property in the Plan Area by any lawful means, including eminent domain.

#### **405 Property Management**

During such time as property, if any, in the Plan Area is owned or leased by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency, and such rental or lease shall be pursuant to such policies as the Agency may adopt.



#### **406 Relocation of Persons, Business Concerns and Others Displaced by the Project**

##### 406.1 Assistance in Finding Other Locations

The Agency shall assist or cause to be assisted all eligible persons (including individuals and families), business concerns and others displaced from the Plan Area pursuant to this Plan in finding other locations and facilities, as may be required by law. In order to implement this Plan with a minimum of hardship to eligible persons, business concerns and others, if any, displaced by implementation of this Plan, the Agency shall assist such persons, business concerns and others in finding new locations in accordance with all applicable relocation statutes and regulations (Section 33410 et seq. of the Community Redevelopment Law).

##### 406.2 Relocation Payments

The Agency shall make or cause to be made relocation payments to persons (including individuals and families), business concerns and others displaced by implementation of this Plan as may be required by law. Such relocation payments shall be made pursuant to the California Relocation Assistance Law (Government Code Section 7260 et seq.), Agency rules and regulations adopted pursuant thereto, and as may be applicable in the event that federal funding is used in the implementation of this Plan, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Agency may make such other payments as it determines to be appropriate and for which funds are available.

#### **407 Demolition, Clearance, and Building and Site Preparation**

##### 407.1 Demolition and Clearance

The Agency is authorized to demolish and clear buildings, structures and other improvements from any real property in the Plan Area owned or leased by the Agency or other public entity as necessary to carry out the purposes of this Plan.

##### 407.2 Preparation of Building Sites

The Agency is authorized to prepare, or cause to be prepared, as building sites, any real property in the Plan Area owned or leased by the Agency or other public entity. In connection therewith, the Agency may cause, provide for, or undertake the installation or construction of streets, utilities, parks, playgrounds and other public improvements necessary to carry out this Plan. The Agency is also authorized to construct foundations, platforms and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial, public and other uses provided in this Plan.

#### **408 Property Disposition and Development**

##### 408.1 Real Property Disposition and Development

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust or otherwise dispose of any interest in real property. To the extent permitted by law, the Agency is authorized to

dispose of or acquire real property by negotiated lease, sale or transfer without public bidding. Property containing buildings or structures rehabilitated by the Agency shall be offered for resale within one (1) year after completion of rehabilitation or an annual report concerning such property shall be published by the Agency as required by law.

Real property acquired by the Agency may be conveyed by the Agency without charge to the City and, where beneficial to the Plan Area, without charge to any public body. All real property acquired by the Agency in the Plan Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan, or may be developed by the Agency for public uses.

All purchasers or lessees of property acquired from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

#### 408.2 Disposition and Development Documents

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased or conveyed by the Agency, as well as all property subject to owner participation agreements, is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the County Recorder.

All property in the Plan Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, gender identity, sexual orientation, age, marital or domestic partner status, national origin or ancestry, or disability including HIV/AIDS status permitted in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Plan Area. All property sold, leased, conveyed or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases or contracts for the sale, lease, sublease or other transfer of land in the Plan Area shall contain such nondiscrimination and nonsegregation clauses.

#### 408.3 Development by the Agency

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop or construct any publicly-owned building, facility, structure or other improvement either within or without the Plan Area, for itself or for any public body or entity, which buildings,

facilities, structures or other improvements are or would be of benefit to the Plan Area. Specifically, the Agency may pay for, install or construct the buildings, facilities, structures and other improvements, and may acquire or pay for the land and site preparation required therefor.

In addition to the public improvements authorized under this Section 408 and the specific publicly-owned improvements, the Agency is authorized to install and construct, or to cause to be installed and constructed, within or without the Plan Area, for itself or for any public body or entity for the benefit of the Plan Area, public improvements and public utilities, including, but not limited to, those described in Attachment 4.

The Agency is authorized to install and construct or cause to be installed and constructed temporary public improvements necessary to carry out this Plan. Temporary public improvements may include, but are not limited to, parks, streets, and utilities. Temporary utilities may be installed above ground only with the written approval of the Agency.

The Agency may enter into contracts, leases and agreements with the City or other public body or entity pursuant to this Section 408.3, and the obligation of the Agency under such contract, lease or agreement shall constitute an indebtedness of the Agency which may be made payable out of the taxes levied in the Plan Area and allocated to the Agency under subdivision (b) Section 33670 of the Community Redevelopment Law, Section 502 of this Plan or out of any other available funds.

#### 408.4 Development Plans

All private development plans shall be submitted to the Agency for approval and architectural review consistent with the Plan and the other applicable Plan Documents. Except for UCSF, all public development plans shall be in accordance with the Plan and any applicable Plan Documents.

#### 408.5 Personal Property Disposition

For the purposes of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber or otherwise dispose of personal property which is acquired by the Agency.

### **409 Rehabilitation, Conservation and Moving of Structures**

#### 409.1 Rehabilitation and Conservation

The Agency is authorized to rehabilitate and conserve or to cause to be rehabilitated and conserved, any building or structure in the Plan Area owned by the Agency. The Agency is also authorized and directed to advise, encourage and assist in the rehabilitation and conservation of property in the Plan Area not owned by the Agency. The Agency is also authorized to acquire, restore, rehabilitate, move and conserve buildings of historic or architectural significance.

It shall be the purpose of this Plan to encourage the retention of existing businesses that are generally compatible with proposed developments in the Plan Area and in conformity with the uses permitted in this Plan, and to add to the economic viability of such businesses by

programs that encourage voluntary participation in conservation and rehabilitation. The Agency is authorized to conduct a program of assistance and incentives to encourage owners of property within the Plan Area to upgrade and maintain their property in a manner consistent with the Plan and with other standards that may be established by the Agency for the Plan Area.

409.2 Moving of Structures

As necessary in carrying out this Plan, the Agency is authorized to move, or to cause to be moved, any structure or building which can be rehabilitated to a location within or outside the Plan Area.

**410 Low-and Moderate-Income Housing**

410.1 Replacement Housing

In accordance with Section 33334.5 of the Community Redevelopment Law, whenever dwelling units housing persons and families of low or moderate income are destroyed or removed from the low and moderate income housing market as part of implementation of this Plan, the Agency shall, within four (4) years of such destruction or removal, rehabilitate, develop or construct, or cause to be rehabilitated, developed or constructed, for rental or sale to persons and families of low or moderate income an equal number of replacement dwelling units at affordable rents within the Plan Area or within the territorial jurisdiction of the City in accordance with all of the provisions of Sections 33413 and 33413.5 of the Community Redevelopment Law.

410.2 Affordable Housing Production

In accordance with subdivision (b) of Section 33413 of the Community Redevelopment Law, at least 15 percent of all new or rehabilitated dwelling units developed within the Plan Area by public or private entities or persons other than the Agency, shall be available at affordable housing cost to persons and families of very low, low or moderate income. Not less than 40 percent of the dwelling units required to be available at affordable housing cost to persons and families of very low, low or moderate income shall be available at affordable housing cost to very low income households.

At least 30 percent of all new or rehabilitated dwelling units developed by the Agency shall be available at affordable housing cost to persons and families of very low, low or moderate income. Not less than 50 percent of these dwelling units shall be available at affordable housing cost to, and occupied by, very low income households.

410.3 Increased and Improved Housing Supply

Pursuant to Section 33334.2 of the Community Redevelopment Law, not less than twenty percent (20%) of all taxes which are allocated to the Agency pursuant to subdivision (b) of Section 33670 of the Community Redevelopment Law and Section 502 of this Plan shall be used by the Agency for the purposes of increasing, improving and preserving the City's supply of housing for persons and families of very low, low or moderate income unless certain findings are

## Mission Bay South Redevelopment Plan

made as required by that section to lessen or exempt such requirement. In carrying out this purpose, the Agency may exercise any or all of its powers, including the following:

- A. Acquire land or building sites;
- B. Improve land or building sites with on-site or off-site improvements;
- C. Donate land to private or public persons or entities;
- D. Finance insurance premiums pursuant to Section 33136 of the Community Redevelopment Law;
- E. Construct buildings or structures;
- F. Provide subsidies to or for the benefit of persons or families of very low, low or moderate income;
- G. Develop plans, pay principal and interest on bonds, loans, advances or other indebtedness or pay financing or carrying charges;
- H. Preserve the availability of affordable housing units which are assisted or subsidized by public entities and which are threatened with conversion to market rates;
- I. Require the integration of affordable housing sites with sites developed for market rate housing;
- J. Assist the development of housing by developers.

The Agency may use the funds specified in this Section to meet, in whole or in part, the replacement housing provisions in Section 410.1 or the affordable housing production provisions in Section 410.2 above. These funds may be used inside the Plan Area, or outside the Plan Area only if findings of benefit to the Plan Area are made as required by said Section 33334.2 of the Community Redevelopment Law.

### **500 METHODS OF FINANCING THE PROJECT**

#### **501 General Description of the Proposed Financing Method**

The Agency is authorized to finance the implementation of this Plan with financial assistance from the City, State of California, federal government, tax increment funds, interest income, Agency bonds, donations, loans from private financial institutions, assessments, the lease or sale of Agency-owned property or any other available source, public or private.

The Agency is also authorized to obtain advances, borrow funds and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds and indebtedness may be paid from tax increments or any other funds available to the Agency.

The City or any other public agency may expend money to assist the Agency in carrying out this Plan. As available, gas tax funds from the state and county may be used for street improvements and public transit facilities.

## **502 Tax Increment Funds**

All taxes levied upon taxable property within the Plan Area each year, by or for the benefit of the State of California, the City, any district or any other public corporation (hereinafter sometimes called “taxing agencies”) after the effective date of the ordinance approving this Plan, shall be divided as follows:

- A. That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of said taxing agencies upon the total sum of the assessed value of the taxable property in the Plan Area as shown upon the assessment roll used in connection with the taxation of such property by such taxing agencies, last equalized prior to the effective date of such ordinance, shall be allocated to and when collected shall be paid into the funds of the respective taxing agencies as taxes by or for said taxing agencies on all other property are paid (for the purpose of allocating taxes levied by or for any taxing agency or agencies which does not include the territory of the Plan Area on the effective date of such ordinance but to which such territory is annexed or otherwise included after such effective date, the assessment roll of the County of San Francisco last equalized on the effective date of said ordinance shall be used in determining the assessed valuation of the taxable property in the Plan Area on said effective date).
  
- B. Except as provided in subdivision (e) of Section 33670 or in Section 33492.15 of the Community Redevelopment Law, that portion of said levied taxes each year in excess of such amount shall be allocated to and, when collected, shall be paid into a special fund of the Agency to pay the principal of and interest on loans, monies advanced to or indebtedness (whether funded, refunded, assumed or otherwise) incurred by the Agency to finance or refinance, in whole or in part, the implementation of this Plan. Unless and until the total assessed valuation of the taxable property in the Plan Area exceeds the total assessed value of taxable property in the Plan Area as shown by the last equalized assessment roll referred to in subdivision A hereof, all of the taxes levied and collected upon the taxable property in the Plan Area shall be paid into the funds of the respective taxing agencies. When said loans, advances indebtedness, if any, and interest thereon, have been paid, all monies thereafter received from taxes upon the taxable property in the Plan Area shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid.

The portion of taxes mentioned in 502B above are hereby irrevocably pledged for the payment of the principal of and interest on the advance of monies, or making of loans or the incurring of any indebtedness (whether funded, refunded, assumed or otherwise) by the Agency to finance or refinance the implementation of this Plan in whole or in part, including but not

limited to direct and indirect expenses. The Agency is authorized to make such pledges as to specific advances, loans and indebtedness as appropriate in carrying out this Plan.

The Agency is authorized to issue bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the implementation of this Plan. Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The amount of bonded indebtedness of the Agency to be repaid from the allocation of taxes to the Agency pursuant to Section 33670 of the Community Redevelopment Law, which can be outstanding at one time, shall not exceed \$450,000,000, except by amendment of this Plan.

The bonds and other obligations of the Agency are not a debt of the City or the State, nor are any of its political subdivisions liable for them, nor in any event shall the bonds or obligations be payable out of any funds or properties other than those of the Agency, and such bonds and other obligations shall so state on their face. The bonds do not constitute indebtedness within the meaning of any constitutional or statutory debt limitation or restriction.

The Agency shall not establish or incur loans, advances or indebtedness to finance in whole or in part the Project beyond twenty (20) years from the effective date of the ordinance adopting this Plan unless amended following applicable provisions of the Community Redevelopment Law, except that the Agency may incur loans, advances or indebtedness beyond twenty (20) years from the effective date of the ordinance adopting this Plan to be paid from the Low and Moderate Income Housing Fund as defined by the Community Redevelopment Law or to meet the Agency's replacement housing or inclusionary housing requirements as set forth in Sections 33413 and 33413.5 of the Community Redevelopment Law. This limit shall not prevent the Agency from refinancing, refunding, or restructuring indebtedness after the time limit if the indebtedness is not increased and the time during which the indebtedness is to be repaid is not extended beyond the time limit to repay indebtedness required by Section 33333.2 of the Community Redevelopment Law.

The Agency shall not pay indebtedness or receive property taxes pursuant to Section 33670 from the Plan Area after forty-five (45) years from the effective date of the ordinance adopting this Plan.

### **503 Other Loans and Grants**

Any other loans, grants, guarantees or financial assistance from the United States government, the State of California or any other public or private source will be used if available.

### **600 ACTIONS BY THE CITY AND COUNTY**

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and the other applicable Plan Documents, including preventing the recurrence or spread of conditions causing blight in the Plan Area, pursuant to the ICA.

**700 ADMINISTRATION AND ENFORCEMENT**

Except as otherwise specified in Section 600 above, the administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by legal action instituted by the Agency to seek appropriate remedy, except as may be limited by owner participation agreements. Such remedies may include, but are not limited to, specific performance, damages, reentry, injunctions or any other remedies appropriate to the purposes of this Plan. In addition, any recorded provisions, which are expressly for the benefit of owners of property in the Plan Area, may be enforced by such owners.

**800 PROCEDURE FOR AMENDMENT**

This Plan may be amended by means of the procedure established in Sections 33450-33458 of the Community Redevelopment Law or by any other procedure hereafter established by law.

**900 SEVERABILITY**

If any provision, section, subsection, subdivision, sentence, clause or phrase of the Plan is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portion or portions of the Plan.

**1000 DURATION AND EFFECTIVENESS OF THIS PLAN**

The Provisions of this Plan shall be effective for thirty (30) years from the date of adoption of this Plan by the Board of Supervisors, except that the nondiscrimination and nonsegregation provisions shall run in perpetuity. After this time limit on the duration and effectiveness of the plan, the Agency shall have no authority to act pursuant to this Plan except to pay previously incurred indebtedness and to enforce existing covenants or contracts, and,

except that, if the Agency has not completed its housing obligations pursuant to Section 33413 of the Community Redevelopment Law, it shall retain its authority to implement its requirements under Section 33413, including its ability to incur and pay indebtedness for this purpose, and shall use this authority to complete these housing obligations as soon as reasonably possible.



**ATTACHMENT 1**

**LAND USE PLAN AND LEGAL DESCRIPTION**

All that certain real property situate in the City and County of San Francisco, State of California, more particularly described as follows:

Commencing at the intersection point of the northeasterly line of Sixth Street (82.50 feet wide) with the southeasterly line of Berry Street (82.50 feet wide), said intersection having a coordinate of north 468817.32, east 1451868.98 in the California Coordinate System of 1927, Zone 3; thence along said southeasterly line of Berry Street south  $46^{\circ} 18' 07''$  west 990.05 feet to the southwesterly line of Seventh Street (82.50 feet wide); thence along said southwesterly line of Seventh Street south  $43^{\circ} 41' 53''$  east 440.00 feet to the southeasterly line of Channel Street (200.00 feet wide), and being the true point of beginning; thence continuing along said southwesterly line of Seventh Street south  $43^{\circ} 41' 53''$  east 2017.19 feet to the westerly line of Pennsylvania Street (90.00 feet wide); thence along said westerly line of Pennsylvania Street south  $3^{\circ} 10' 56''$  east 600.92 feet to the southerly line of Mariposa Street (66.00 feet wide); thence along said southerly line of Mariposa Street north  $86^{\circ} 49' 04''$  east 1690.17 feet to the westerly line of Illinois Street (80.00 feet wide); thence along said westerly line of Illinois Street south  $3^{\circ} 10' 56''$  east 63.85 feet; thence north  $86^{\circ} 49' 04''$  east 80.00 feet to a point on the easterly line of Illinois Street, last said point being on the Mission Bay Project boundary; thence along said Mission Bay Project boundary the following courses and distances; thence north  $35^{\circ} 06' 05''$  east 616.30 feet; thence northeasterly along an arc of a curve to the left, tangent to the preceding course with a radius of 440.00 feet through a central angle of  $12^{\circ} 49' 53''$  an arc distance of 98.54 feet; thence tangent to the preceding curve north  $22^{\circ} 16' 12''$  east 700.07 feet; thence northerly along an arc of a curve to the left, tangent to the preceding course with a radius of 340.00 feet through a central angle of  $12^{\circ} 28' 00''$  an arc distance of 73.98 feet; thence tangent to the preceding curve north  $9^{\circ} 48' 12''$  east 86.42 feet; thence northerly along the arc of a curve to the left, tangent to the preceding course with a radius of 340.00 feet, through a central angle of  $11^{\circ} 58' 09''$ , an arc distance of 71.03 feet; thence tangent to the preceding curve north  $2^{\circ} 09' 57''$  west 121.44 feet; thence north  $3^{\circ} 10' 56''$  west 198.86 feet; thence north  $2^{\circ} 19' 47''$  west 292.70 feet; thence northwesterly along an arc of a curve to the left, tangent to the preceding course with a radius of 481.57 feet through a central angle of  $24^{\circ} 30' 49''$ , an arc distance of 206.04 feet; thence tangent to the preceding curve north  $26^{\circ} 50' 36''$  west 402.03 feet; thence northwesterly along an arc of a curve to the right, tangent to the preceding course with a radius of 236.29 feet, through a central angle of  $9^{\circ} 00' 04''$  an arc distance of 37.12

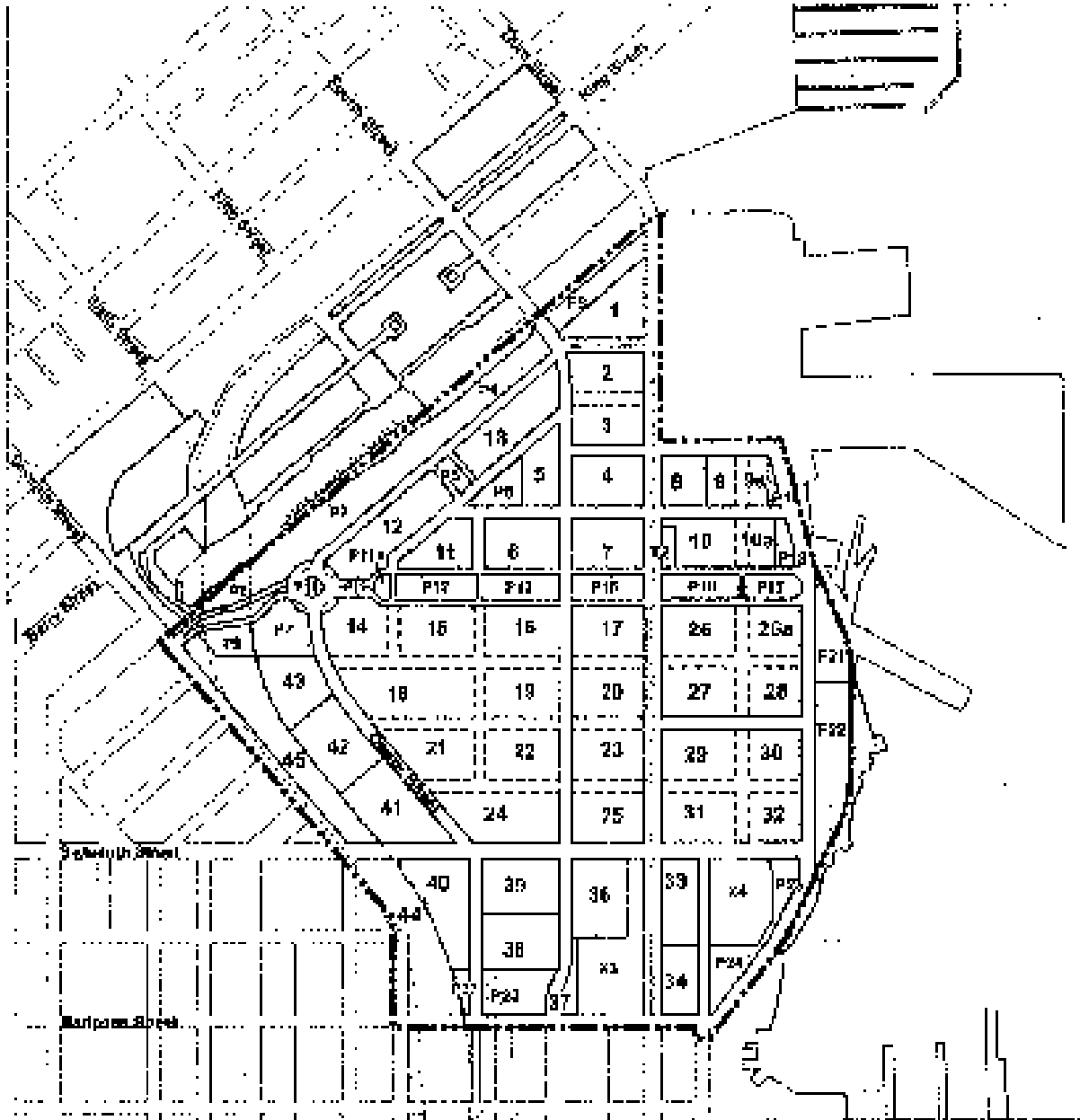
## Mission Bay South Redevelopment Plan

feet; thence tangent to the preceding curve north  $17^{\circ} 50' 32''$  west 652.35 feet to the easterly prolongation of the northerly line of future Mission Rock Street (65.25 feet wide); thence leaving said Mission Bay Project boundary, along said easterly prolongation and along said northerly line of future Mission Rock Street, south  $86^{\circ} 49' 04''$  west 673.43 feet to the easterly line of Third Street; thence along said easterly line of Third Street north  $3^{\circ} 10' 56''$  west 23.36 feet to an angle point therein; thence along said easterly line of Third Street south  $86^{\circ} 49' 04''$  west 12.50 feet to an angle point in the easterly line of Third Street; thence along said easterly line of Third Street north  $3^{\circ} 10' 56''$  west 1265.04 feet; thence south  $64^{\circ} 21' 26''$  west 95.76 feet to the intersection of the westerly line of Third Street with said southeasterly line of Channel Street; thence along said southeasterly line of Channel Street south  $46^{\circ} 18' 07''$  west 3578.74 feet to the true point of beginning.

Containing 10,340,343 square feet, more or less.

The bearings used in the above description are on the California Coordinate System of 1927, Zone 3. Multiply the above distances by 0.999928 to obtain grid distances.

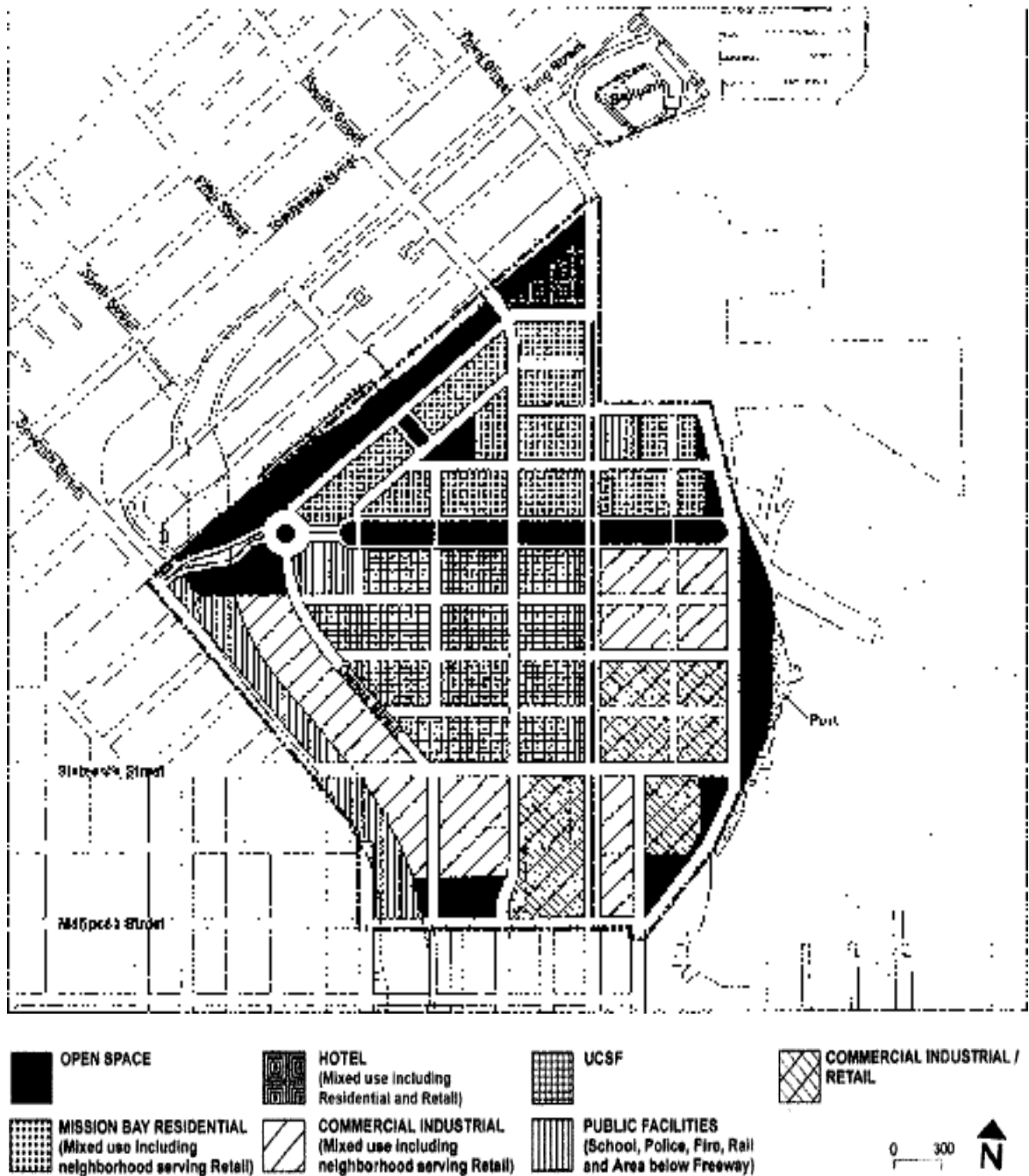
**ATTACHMENT 2**  
**PLAN AREA MAP**



Note: Street alignments and open space configurations shown on the figure are not exact and are indicated for illustrative purposes.

ATTACHMENT 3

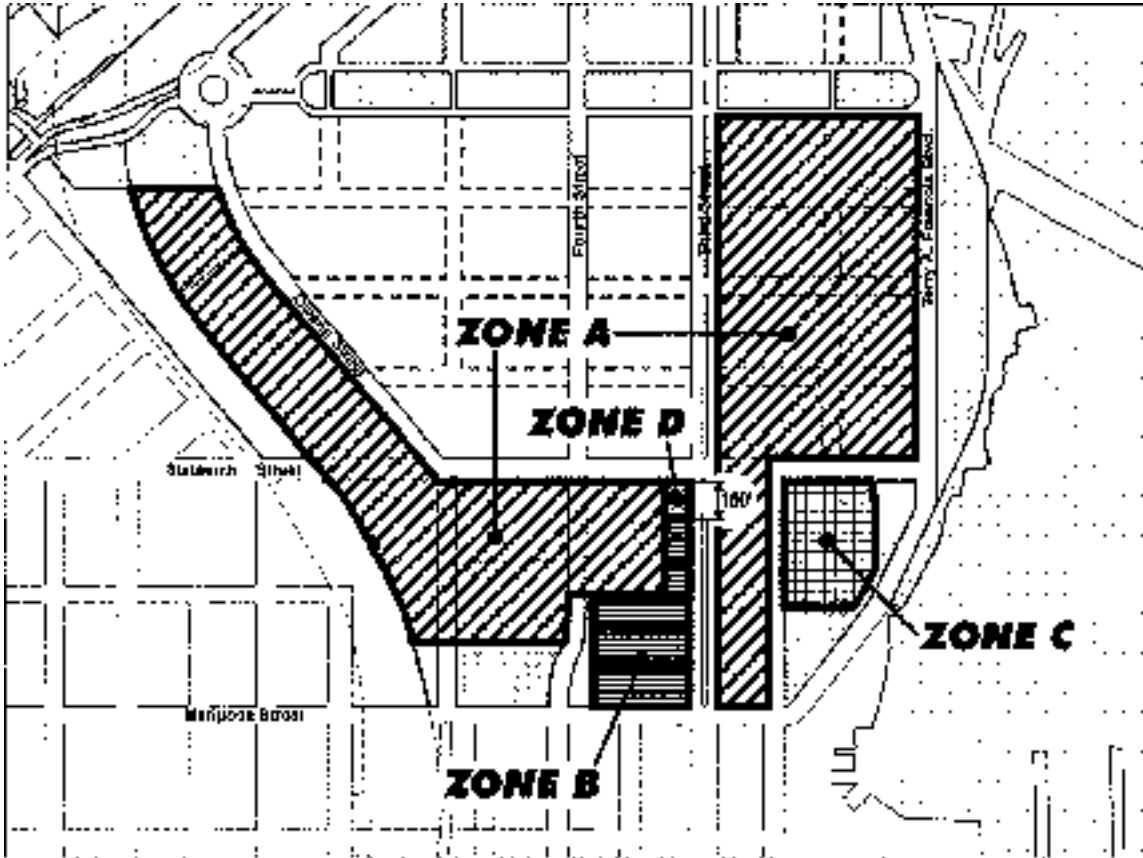
**REDEVELOPMENT LAND USE MAP**



Note: Street alignments and open space configurations shown on the figure are not exact and are indicated for illustrative purposes.

ATTACHMENT 3a

ZONE MAP



Note: Street alignments and open space configurations shown on the figure are not exact and are indicated for illustrative purposes.

**ATTACHMENT 4**

**PROPOSED PUBLIC IMPROVEMENTS**

Public roadways and other walkways, roadways, lanes and connections  
Freeway improvements; such as bridge widenings and freeway ramp and related improvements  
Median, curbs, gutters and sidewalks  
Traffic signals, street signage and pavement striping  
Street lighting Landscaping (including street right-of-way landscaping)  
Public open spaces, including plazas and parks  
Functional and decorative facilities in parks and plazas such as fountains, bathrooms, benches, tables, trash receptacles, signage and landscaping  
China Basin Channel and San Francisco Bay edge improvements and landscaping  
Potable water distribution and fire suppression facilities (low pressure water and high pressure water)  
Reclaimed and/or recycled water facilities  
Combined and/or separated sanitary and storm sewer facilities (including pumping and treatment facilities)  
Storm drains, pump stations facilities, treatment facilities and flood control facilities  
Natural gas, electric telephone and telecommunications facilities  
Utilities and utility relocations  
Suction inlets along China Basin Channel or the San Francisco Bay for fire protection  
Police and/or Fire Station structure and police and fire equipment and facilities  
Pedestrian bridge across China Basin Channel  
Structures for environmental investigations/testing/remediation in connection with roads, plazas, parks or other improvements  
Water recirculation facilities  
Rail facilities, signals, crossings and improvements  
Islais Creek rail bridge and related improvements  
Erosion control features related to public facilities  
Improvements related to overland flows  
MUNI light rail/bus/transit facilities and related improvements  
Public school, school yard and related facilities  
Additional temporary, interim and/or permanent facilities and improvements related to the foregoing

## ATTACHMENT 5

### DEFINITIONS

Following are definitions for certain words and terms used in this Plan. All words used in the present tense shall include the future. All words in the plural number shall include the singular number and all words in the singular number shall include the plural number, unless the natural construction of the wording indicates otherwise. The word “shall” is mandatory and not directory.

**Adult Entertainment.** An amusement and entertainment use which includes the following: adult bookstore, as defined by Section 791 of the San Francisco Police Code; adult theater, as defined by Section 791 of the Police Code; and encounter studio, as defined by Section 1072.1 of the Police Code, as in effect as of the date of adoption of this Plan.

**Amusement Enterprise.** An amusement and entertainment use which provides eleven or more amusement game devices such as video games, pinball machines or other such similar mechanical and electronic amusement devices, in a quantity which exceeds that specified in Section 1036.31 of the San Francisco Police Code, as in effect as of the date of adoption of this Plan, as accessory uses.

**Animal Services.** An animal care use which provides medical care and accessory boarding services for animals, not including a commercial kennel.

**Arts Activities and Spaces.** Arts activities shall include performance, exhibition (except exhibition of films), rehearsal, production, post-production and schools of any of the following: dance, music, dramatic art, film, video, graphic art, painting, drawing, sculpture, small-scale glass works, ceramics, textiles, woodworking, photography, custom-made jewelry or apparel, and other visual, performance and sound arts and crafts. It shall include commercial arts and art-related business service uses including, but not limited to, recording and editing services; small-scale film and video developing and printing; titling; video and film libraries; special effects production; fashion and photo stylists; production, sale and rental of theatrical wardrobes; and studio property production and rental companies. Art spaces shall include studios, workshops, galleries, museums, archives, and other similar spaces customarily used principally for arts activities, exclusive of Theaters, dance halls, and any other establishment where liquor is customarily served during performances.

**Automobile Rental.** A retail use which provides vehicle rentals whether conducted within a building or on an open lot.

**Bar.** A principal retail use not located in a Restaurant which provides on-site alcoholic beverage sales for drinking on the premises, including bars serving beer, wine and/or liquor to the customer where no person under 21 years of age is admitted (with Alcoholic Beverage Control “ABC” licenses 42, 48 or 61) and drinking establishments serving liquor (with ABC licenses 47 or 49) in conjunction with other uses which admit minors, such as theaters and other entertainment.

**Building.** Any structure having a roof supported by columns or walls, and intended for permanent occupancy.

**Building Code.** The City's Building Code, Electric Code, Mechanical Code and Plumbing Code and any construction requirements in the Housing Code and the Fire Code of the City (including the Port) and including H-8 occupancy for life science buildings and laboratories above the third floor permitted by the State of California Building Code.

**Building Permit.** A permit issued by the Central Permit Bureau of the City, which will allow the commencement of construction.

**Business or Professional Service.** An office use which provides to the general public, general business or professional services, including but not limited to, accounting, architectural, clerical, consulting, insurance, legal, management, real estate brokerage and travel services. It also includes business offices of building, electrical, furnace, painting, pest control, plumbing or roofing contractors, if no storage of equipment or items for wholesale use are located on-site. It may also include incidental accessory storage of office supplies and samples. Loading and unloading of all vehicles shall be located entirely within the building containing the use. It may provide services to the business community, provided that it also provides services to the general public. This use does not include research service of an industrial or scientific nature in a commercial or medical laboratory, other than routine medical testing and analysis by a healthcare professional or hospital.

**Catering Establishment.** A home and business service, which involves the preparation and delivery of goods, such as the following items: food, beverages, balloons, flowers, plants, party decorations and favors, cigarettes and candy.

**City Agency/Agencies.** Includes all City departments, agencies, boards, commission and bureaus with subdivision or other permit, entitlement, or approval authority or jurisdiction over development within the Plan Area, or any portion thereof, including, without limitation, the Port Commission (the "Port"), the City Administrator, the Public Works Department, the Public Utilities Commission, the Planning Commission, the Public Transportation Commission, the Parking and Traffic Commission, the Building Inspection Commission, the Public Health Commission, the Fire Commission, and the Police Commission, together with any successor City Agency, department or officer designated by or pursuant to law.

**City Regulations.** Includes (i) those City land use codes, including those of its Port Commission (including, without limitation, the Planning and Subdivision Codes, the City General Plan and Waterfront Land Use Plan), (ii) those ordinances, rules, regulations and official policies adopted thereunder and (iii) all those ordinances, rules, regulations, official policies and plans governing zoning, subdivisions and subdivision design, land use, rate of development, density, building size, public improvements and dedications, construction standards, new construction and use, design standards, permit restrictions, development fees or exactions, terms and conditions of occupancy, or environmental guidelines or review, including those relating to hazardous substances, pertaining to the Plan Area, as adopted and amended by the City from time to time.



**Developable Land Area.** All areas within a lot including without limitation, private open space, private lanes, and private sidewalks; but excluding public streets and rights-of-way, and public open space.

**Dwelling Unit.** A room or suite of two or more rooms that is designed for residential occupancy for 32 consecutive days or more, with or without shared living spaces, such as kitchens, dining facilities or bathrooms.

**Existing City Regulations.** Those City Regulations in effect as of the date of adoption of this Plan.

**Family Child Care Facility.** A use in a residential unit, which provides less than 24-hour care for up to 12 children by licensed personnel and which meets the requirements of the State of California and other authorities.

**Floor Area Ratio.** The ratio of the Gross Floor Area of buildings to Developable Land Area, calculated as described in Section 304.5 for Commercial Industrial and Commercial Industrial/Retail areas. In cases in which portions of the Gross Floor Area of a building project horizontally beyond the lot lines, all such projecting Gross Floor Area shall also be included in determining the floor area ratio. If the height per story of a building, when all the stories are added together, exceeds an average of 18 feet, then additional Gross Floor Area shall be counted in determining the floor area ratio of the building, equal to the average Gross Floor Area of one additional story for each 18 feet or fraction thereof by which the total building height exceeds the number of stories times 18 feet; except that such additional Gross Floor Area shall not be counted in the case of Live/Work Units or a church, Theater or other place of public assembly.

**Gross Floor Area.** The sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

(a) Except as specifically excluded in this definition, “gross floor area” shall include, although not be limited to, the following:

- (1) Basement and cellar space, including tenants’ storage areas and all other space except that used only for storage or services necessary to the operation or maintenance of the building itself;
- (2) Elevator shafts, stairwells, exit enclosures and smokeproof enclosures, at each floor;
- (3) Floor space in penthouses except as specifically excluded in this definition;
- (4) Attic space (whether or not a floor has been laid) capable of being made into habitable space;

## Mission Bay South Redevelopment Plan

- (5) Floor space in balconies or mezzanines in the interior of the building;
  - (6) Floor space in open or roofed porches, arcades or exterior balconies, if such porch, arcade or balcony is located above the ground floor or first floor of occupancy above basement or garage and is used as the primary access to the interior space it serves;
  - (7) Floor space in accessory buildings, except for floor spaces used for accessory off-street parking or loading spaces as described herein, and driveways and maneuvering areas incidental thereto; and
  - (8) Any other floor space not specifically excluded in this definition.
- (b) “Gross floor area” shall not include the following:
- (1) Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building itself;
  - (2) Attic space not capable of being made into habitable space;
  - (3) Elevator or stair penthouses, accessory water tanks or cooling towers, and other mechanical equipment, appurtenances and areas necessary to the operation or maintenance of the building itself, if located at the top of the building or separated therefrom only by other space not included in the gross floor area;
  - (4) Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself if located at an intermediate story of the building and forming a complete floor level;
  - (5) Outside stairs to the first floor of occupancy at the face of the building which the stairs serve, or fire escapes;
  - (6) Floor space used for accessory off-street parking and loading spaces and driveways and maneuvering areas incidental thereto;
  - (7) Arcades, plazas, walkways, porches, breezeways, porticos and similar features (whether roofed or not), at or near street level, accessible to the general public and not substantially enclosed by exterior walls; and accessways to public transit lines, if open for use by the general public; all exclusive of areas devoted to sales, service, display, and other activities other than movement of persons;
  - (8) Balconies, porches, roof decks, terraces, courts and similar features, except those used for primary access as described in Paragraph (a)(6) above, provided that:
    - (A) If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot

lines, and the clear space is less than 15 feet in either dimension, the area shall not be excluded from gross floor area unless it is fully open to the sky (except for roof eaves, cornices or belt courses which project not more than two feet from the face of the building wall).

(B) If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or more in both dimensions, (1) the area shall be excluded from gross floor area if it is fully open to the sky (except for roof eaves, cornices or belt courses which project no more than two feet from the face of the building wall), and (2) the area may have roofed areas along its perimeter which are also excluded from gross floor area if the minimum clear open space between any such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the above exceptions) and the roofed area does not exceed 10 feet in depth; (3) in addition, when the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure without walls may cover up to 10 percent of such open space without being counted as gross floor area.

(C) If, however, 70 percent or less of the perimeter of such an area is enclosed by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the open side or sides face on a yard, street or court, the area may be roofed to the extent permitted by such codes in instances in which required windows are involved;

(9) On lower, nonresidential floors, elevator shafts and other life-support systems serving exclusively the residential uses on the upper floors of a building;

(10) One-third of that portion of a window bay conforming to the requirements of Section 136(d)(2) of the San Francisco Planning Code (in effect as of the date of adoption of this Plan) which extends beyond the plane formed by the face of the facade on either side of the bay but not to exceed seven square feet per bay window as measured at each floor;

(11) Ground floor area devoted to building or pedestrian circulation and building service;

(12) Space devoted to personal services, Restaurants, and retail sales of goods intended to meet the convenience shopping and service needs of downtown workers and residents, not to exceed 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the ground floor of the building plus the ground level, on-site open space;

(13) An interior space provided as an open space feature in accordance with the requirements herein;

## Mission Bay South Redevelopment Plan

- (14) Floor area devoted to child care facilities provided that:
- (A) Allowable indoor space is no less than 3,000 square feet and no more than 6,000 square feet, and
  - (B) The facilities are made available rent free, and
  - (C) Adequate outdoor space is provided adjacent, or easily accessible, to the facility. Spaces such as atriums, rooftops or public parks may be used if they meet licensing requirements for child care facilities, and
  - (D) The space is used for child care for the life of the building as long as there is a demonstrated need. No change in use shall occur without a finding by the Redevelopment Agency that there is a lack of need for child care and that the space will be used for a facility described herein dealing with cultural, educational, recreational, religious, or social service facilities;
- (15) Floor area permanently devoted to cultural, educational, recreational, religious or social service facilities available to the general public at no cost or at a fee covering actual operating expenses, provided that such facilities are:
- (A) Owned and operated by a nonprofit corporation or institution, or
  - (B) Are made available rent-free for occupancy only by nonprofit corporations or institutions for such functions. Building area subject to this subsection shall be counted as occupied floor area, except as provided herein, for the purpose of calculating the off-street parking and freight loading requirements;
  - (C) For the purpose of calculating the off-street parking and freight loading requirement for the project, building area subject to this subsection shall be counted as occupied floor area, except as provided herein.

**Home Occupation.** A work-related use in a Dwelling Unit intended for sole proprietor businesses.

**Leasable Floor Area.** The Floor Rentable Area, as defined and calculated in the 1996 Building Owners and Managers Association International publication “Standard Method for Measuring Floor Area in Office Buildings.”

**Live/Work Unit.** A building or portion of a building combining residential living space with an integrated work space principally used by one or more of the residents. Live/work Units are subject to the same land use controls as Dwelling Units.

**Local-Serving Business.** A local-serving business provides goods and/or services which are needed by residents and workers in the immediately surrounding neighborhood to satisfy basic

personal and household needs on a frequent and recurring basis, and which if not available would require trips outside of the neighborhood. Also referred to as “neighborhood-serving” business.

**Local-Serving Child Care Facility.** A local-serving institutional use, which provides less than 24-hour care for children by licensed personnel and which meets the requirements of the State of California and other authorities. Such use is local-serving in that it serves primarily residents and workers of the immediately surrounding neighborhood on a frequent and recurring basis, and which if not available would require trips outside of the neighborhood.

**Nighttime Entertainment.** An assembly and entertainment use that includes dance halls, discotheques, nightclubs, private clubs, and other similar evening-oriented entertainment activities, excluding Adult Entertainment, which require dance hall keeper police permits or place of entertainment police permits which are not limited to non-amplified live entertainment, including Restaurants and Bars which present such activities, but shall not include any arts activities or spaces as defined by this Plan, any Theater performance space which does not serve alcoholic beverages during performances, or any temporary uses permitted by this Plan.

**Office Use.** A space within a structure intended or primarily suitable for occupancy by persons or entities which perform for their own benefit or provide to others at that location, administrative services, design services, business and professional services, financial services or medical services, excluding office space and administrative uses associated with Manufacturing, as described in Sections 302.3 and 302.4, above.

**Open Air Sales.** A retail use involving open air sale of new and/or used merchandise, except vehicles, but including agricultural products, crafts, and/or art work.

**Open Recreation.** An area, not within a building, which is provided for the recreational uses of patrons of a commercial establishment.

**Outdoor Activity Area.** An area, not including primary circulation space or any public street, located outside of a building or in a courtyard which is provided for the use or convenience of patrons of a commercial establishment including, but not limited to, sitting, eating, drinking, dancing, and food-service activities.

**Parking.** A parking facility serving uses located on either parcels or blocks occupied by said facility or on other parcels or blocks.

**Plan Documents.** This Plan and its implementing documents including, without limitation, any owner participation agreements, the Mission Bay ~~North~~South Design for Development and the Mission Bay Subdivision Ordinance and regulations adopted thereunder.

**Restaurant.** A full service or self-service retail facility primarily for eating use which provides ready-to-eat food to customers for consumption on or off the premises, which may or may not

provide seating, and which may include a Bar. Food may be cooked or otherwise prepared on the premises.

**Retail Sales and Services.** A commercial use which provides goods and/or services directly to the customer including Outdoor Activity Areas and Open Air Sales Areas. It may provide goods and/or services to the business community, provided that it also serves the general public.

**Storage.** A use which stores goods and materials used by households or businesses at other locations, but which does not include junk, waste, salvaged materials, automobiles, inflammable or highly combustible materials. A storage building for household or business goods may be operated on a self-serve basis.

**Theater.** An assembly and entertainment use other than Adult Entertainment, which displays motion pictures, slides, or closed-circuit television pictures, or is used as live theater performance space.

**Walk-Up Facility.** A structure designed for provision of pedestrian-oriented services, located on an exterior building wall, including window service, self-service operations, and automated bank teller machines (“ATMs”).

**ATTACHMENT 6**

**PLANNING COMMISSION RESOLUTION**

September 17, 1998

Case No. 96.771EMTZR  
Finding of Consistency  
With the General Plan and  
Sections 320 through 325 of the  
Planning Code And Recommending  
For Approval of the Mission  
Bay South Redevelopment Plan

SAN FRANCISCO  
CITY PLANNING COMMISSION

RESOLUTION NO. 14702

WHEREAS, On September 17, 1998, by Resolution No. 14698, the Planning Commission adopted amendments to the General Plan and recommended to the Board of Supervisors approval of those amendments to the General Plan including amendments to Part 2 of the Central Waterfront Plan which would eliminate the Mission Bay Specific Plan in order to facilitate the adoption of proposed Mission Bay North and Mission Bay South Redevelopment Plans which would guide the development of the Mission Bay area of the City, generally bounded by Townsend Street to the north, Third Street and Terry Francois Boulevard to the east, Mariposa Street to the south, and Interstate 280 and Seventh Street to the west, for the term of the Redevelopment Plans; and

WHEREAS, Pursuant to Section 33346 of the California Health and Safety Code regarding California Redevelopment Law, the planning policies and objectives and land uses and densities of the Redevelopment Plans must be found consistent with the General Plan prior to Redevelopment Plan approval by the Board of Supervisors; and

WHEREAS, The Planning Commission wishes to facilitate the physical, environmental, social and economic revitalization of the Mission Bay area, using the legal and financial tools of a Redevelopment Plan, while creating jobs, housing and open space in a safe, pleasant, attractive and livable mixed use neighborhood that is linked rationally to adjacent neighborhoods; and

WHEREAS, The proposed Mission Bay South Redevelopment Plan provides for a type of development, intensity of development and location of development that is consistent with the overall goals and objectives and policies of the General Plan as well as the Eight Priority Policies of Section 101.1 of the Planning Code; and

WHEREAS, The Planning Commission believes that the Mission Bay South Redevelopment Plan would achieve these objectives; and

WHEREAS, The proposed Mission Bay South Redevelopment Plan ("Plan") and its implementing documents, including, without limitation, owner participation agreements, the Design for Development and the Mission Bay Subdivision Ordinance (the "Plan Documents") contain the



land use designations of Commercial Industrial and Commercial Industrial/Retail which could allow development of up to approximately 5.9 million square feet of commercial/industrial space, including office space, over the next 30 years; and

WHEREAS, The Design for Development document proposed for adoption by the San Francisco Redevelopment Agency (“Agency”) contains detailed design standards and guidelines for all proposed development in the Mission Bay South Redevelopment Plan Area (“South Plan Area”); and

WHEREAS, The South Plan Area comprises approximately 238 acres bounded by the south embankment of the China Basin Channel and Seventh Street, Interstate 280, Mariposa Street, Terry Francois Boulevard and Third Street; and

WHEREAS, Any office development in the South Plan Area will be subject to the limitation on the amount of square footage which may be approved, as set forth in Planning Code 321 or as amended by the voters; and

WHEREAS, Planning Code Sections 320-325 require review of proposed office development, as defined in Planning Code Section 320, by the Planning Commission and consideration of certain factors in approval of any office development; and

WHEREAS, Based upon the information before the Planning Commission regarding design guidelines for the South Plan Area, location of the Commercial Industrial and Commercial Industrial/Retail land use designations in the South Plan Area, and the goals and objectives of the Plan and the Plan Documents, the Planning Commission hereby makes the findings set forth below, in accordance with Planning Code Section 321; and

WHEREAS, The Planning Commission has reviewed and considered the factors set forth in Planning Code Section 321(b) in order to make the determination that the office development contemplated by the Plan in particular would promote the public welfare, convenience and necessity. Those factors include consideration of the balance between economic growth and housing, transportation and public services, the contribution of the office development to the objectives and policies of the General Plan, the quality of the design of the proposed office development, the suitability of the proposed office development for its location, the anticipated uses of the proposed office development, in light of employment opportunities to be provided, needs of existing businesses, and the available supply of space suitable for such anticipated uses, the extent to which the proposed development will be owned or occupied by a single entity, and the use of transferable development rights for such office development; and

WHEREAS, The Planning Commission will review the design and details of individual office developments which are proposed in the South Plan Area, using the design standards and

guidelines set forth in the Design for Development reviewed by this Planning Commission, to confirm that the specific office development continues to be consistent with the findings set forth herein; and

WHEREAS, On September 17, 1998 by Motion No. 14696, the Commission certified the Final Subsequent Environmental Impact Report (“FSEIR”) as accurate, complete and in compliance with the California Environmental Quality Act (“CEQA”); and

WHEREAS, On September 17, 1998 by Resolution No. 14697, the Commission adopted findings in connection with its consideration of, among other things, the adoption of the Mission Bay South Redevelopment Plan, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

WHEREAS, The Planning Commission finds the Mission Bay South Redevelopment Plan as described in Exhibit A to this Resolution consistent with the General Plan, as it is proposed to be amended, and to Section 101.1 of the Planning Code as described in Exhibit A to Resolution No. 14699 which findings are hereby incorporated herein by this reference as if fully set forth.

NOW, THEREFORE ,BE IT RESOLVED, That the Planning Commission having considered this proposal at a public meeting on September 17, 1998 pursuant to Planning Code Sections 302(b) and 340, having heard and reviewed oral and written testimony and reports, and having reviewed and certified the Final Subsequent Environmental Impact Report on the Redevelopment Plans as adequate and complete, does hereby find the Mission Bay South Redevelopment Plan , dated September 4, 1998, in conformity with the General Plan as it is recommended to be amended by Resolution No. 14698 ; and

BE IT FURTHER RESOLVED, That the Planning Commission hereby finds that the office development contemplated by the Plan in particular promotes the public welfare, convenience and necessity for the following reasons:

1. The office development is part of the Plan, which would eliminate blighting influences and correct environmental deficiencies in the South Plan Area through a comprehensive plan for redevelopment, including the implementation of Risk Management Plans to address environmental deficiencies.
2. The Plan and Plan Documents include a series of detailed design standards and guidelines which will ensure quality design of office development as well as a quality urban design scheme.
3. The Plan provides the important ability to retain and promote, within the City and County of San Francisco, academic and research activities associated with UCSF through the provision of a major new site and space for adjacent office and related uses.

4. The retention of UCSF through the Plan will also allow the facilitation of commercial-industrial sectors expected to emerge or expand due to their proximity to the UCSF new site, which sectors are likely to need office space as part of their activities.
5. Implementing permitted office uses as part of the Plan enables the achievement of a coordinated mixed-use development plan incorporating many features, such as large open spaces and parks and a new street grid, which would not be achieved if the area were to be developed in a piecemeal fashion under existing land ownership patterns and regulations.
6. Implementing the office use contemplated by the Plan would strengthen the economic base of the South Plan Area and the City as a whole by strengthening retail and other commercial functions in the South Plan Area community through the addition of approximately 358,600 leasable square feet of various kinds of retail space, and about 5,953,000 leasable square feet of mixed office, research and development and light manufacturing use:
7. Build-out, including office uses, of both the Mission Bay North Redevelopment Plan Area and the South Plan Area is anticipated to result in significant positive fiscal impacts to the City. These impacts include a cumulative surplus to the City's General Fund of up to \$452 million in 1998 dollars. Another approximately \$117 million in net revenues will accrue to other City funds with dedicated uses, such as senior programs, hotel tax funds (including grants for the arts, fine art museums, visitors and convention services and housing), the Department of Public Works and MUNI. The San Francisco Unified School District is projected to receive a net cumulative surplus of about \$5 million.
8. The development proposed by the Project will also have significant positive economic impacts on the City. At full build-out, employment in the Mission Bay North and South Plan Areas is expected to be about 31,100. Direct and indirect job generation is estimated to be about 42,000. About 56% of the direct and indirect jobs are expected to be held by San Francisco residents. The estimated total of 23,500 jobs will comprise about 5% of all jobs held by City residents. Project-related construction employment is projected to total 700 annual full-time equivalent jobs over the build-out period, representing a five percent increase in the City's construction job industry base. The employees working at Mission Bay are expected to generate total household wealth of about \$1.5 billion annually. Total direct and indirect wages are expected to be \$2.15 billion, of which \$1.2 billion is expected to be earned by San Franciscans.
9. The Plan provides an unprecedented system for diversity and economic development, including good faith efforts to meet goals for hiring minority-and women-owned consulting and contracting businesses, hiring of minority and women laborers, compliance with prevailing wage policies, participation in the City's "First Source Hiring Program" for economically disadvantaged individuals, and contribution of \$3 million to the City to help fund the work force development program. The Plan also includes the payment of fees for child care and school facilities. Development of office uses will help to create the employment opportunities to achieve such hiring goals.

10. The Plan includes the opportunity for substantial new publicly accessible open spaces totaling approximately 49 acres, including a large Bayfront park and open space on both edges of the Channel. Office users will benefit from the conveniently located open space, and the development of office uses will help to finance the provision of such open space and its maintenance.

11. The office uses would be located in an ideal area to take advantage of a wide variety of transit, including the Third Street light rail system. The South Plan Area has been designed in consultation with the City, including MUNI, to capitalize on opportunities to coordinate with and expand transit systems to serve the Project. The South Plan Area also includes Transportation Management Programs which will be in place throughout the development of the Plan Areas.

12. The South Plan Area includes sites for both a new school site and fire/police stations to serve the South Plan Area, so that necessary services and assistance are available near the office uses and so that office uses will not otherwise burden existing services.

13. The Plan and Plan Documents include significant new infrastructure, including a linked program for creation of a comprehensive vehicular, bicycle and pedestrian circulation system. The public infrastructure will include public streets, underground pipes, traffic signals and open space, plus additional substantial infrastructure as described in the Mission Bay South Infrastructure Plan. The office development would be adequately served by the infrastructure and the tax increment generated by office development in the South Plan Area will also provide a critical component of the financing of such infrastructure.

14. This new infrastructure included in the Plan will be financed through a self-taxing financing device to be imposed upon the South Plan Area (excluding affordable housing sites and open space). If the uses in the South Plan Area, including any office uses, generate new property tax revenue, then 60% of that new revenue will be dedicated to retiring the special taxes which initially will finance the infrastructure to be donated to the City. This system will allow for substantial infrastructure to be constructed without contributions from the General Fund or new taxes on other areas of the City.

15. In addition, 20% of the new property tax revenue generated by the uses in the South Plan Area, including office uses, will be dedicated to the creation of affordable housing in Mission Bay; and

BE IT FURTHER RESOLVED, That the Planning Commission has considered the factors set forth in Planning Code Section 321(b)(3)(A)-(G) and finds as follows:

(A) The apportionment of potential office space over the course of many approval periods during the anticipated 30-year build-out of the South Plan Area will remain within the limits of Planning Code Section 321 and will maintain a balance between economic growth and housing, transportation and public services, pursuant to the terms of the Plan and the Plan Documents which provide for the appropriate construction and provision of housing, roadways, transit and all other necessary public services in accordance with the Infrastructure Plan; and

(B) As determined in this Resolution, above, and for the additional reasons set forth in Planning Commission Resolution No. 14699, the adoption of the Plan, which includes office uses and

contemplates office development, and all of the other implementation actions, are consistent with the objectives and policies of the General Plan and Priority Policies of Planning Code Section 101.1 and will contribute positively to the achievement of City objectives and policies as set forth in the General Plan; and

(C) The design guidelines for the South Plan Area are set forth in the Design for Development. This Planning Commission has reviewed the design standards and guidelines and finds that such standards and guidelines will ensure quality design of any proposed office development. In addition, the Planning Commission will review any specific office development subject to the terms of Planning Code §§320-325 to confirm that the design of that office development is consistent with the findings set forth herein; and

(D) The potential office development contemplated in the Plan is suitable for the South Plan Area where it would be located. As discussed above, transportation, housing and other public services including open space will be provided in the South Plan Area. In addition, the office development would be located convenient to UCSF, which will allow other businesses locating in the South Plan Area to be able to develop research and development, light industrial and office space as necessary to accommodate their needs. The office development would be located in an area which is not currently developed, nor is it heavily developed with other office uses; and

(E) As noted above, the anticipated uses of the office development will enhance employment opportunities and will serve the needs of UCSF and other businesses which wish to locate in the South Plan Area, where the underdeveloped nature of the area provides a readily available supply of space for potential research and development, light industrial and office uses; and

(F) The proposed office development is available to serve a variety of users, including a variety of businesses expected to locate or expand in proximity to the UCSF site, and could accommodate a multiplicity of owners; and

(G) The Plan does not provide for the use of transferrable development rights ("TDRs") and this Planning Commission does not believe that the use of TDRs is useful or appropriate in the South Plan Area, given the availability of space for development and the fact that only one building in the South Plan Area, the former Fire Station No. 30, has been identified as a potential historic resource; and

BE IT FURTHER RESOLVED, That the Planning Commission will review and approve the design of specific office development which may be proposed in the South Plan Area and subject to the provisions of Planning Code §§320-325, using the design standards and guidelines set forth in the Design for Development, as reviewed by this Planning Commission, to confirm that the specific office development continues to be consistent with the findings set forth herein; and

BE IT FURTHER RESOLVED, That upon such determination, the Planning Commission will issue a project authorization for the proposed office development project; and

BE IT FURTHER RESOLVED, That the Planning Commission does hereby recommend approval of the Mission Bay South Redevelopment Plan to the Board of Supervisors.

I hereby certify that the foregoing Resolution was ADOPTED by the Planning Commission at a special joint hearing with the Redevelopment Agency Commission on September 17, 1998.

Linda Avery  
Commission Secretary

AYES: Commissioners Antenore, Chinchilla, Joe, Martin and Mills

NOES: None

ABSENT: Commissioners Hills and Theoharis

ADOPTED: September 17, 1998

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Case No. 96.771EMTZR  
Mission Bay South Redev. Plan  
Finding of Consistency with the  
General Plan and Sec. 320-325  
Resolution No. 14702

**Case No. 2014.1441GPR**

Mission Bay South Redevelopment Plan Amendments

Exhibit B

Amendments to the Mission Bay South Design for Development



<b>Summary report:</b>	
<b>Litera® Change-Pro for Word 10.2.0.10 Document comparison done on 5/1/2020 1:13:51 PM</b>	
<b>Style name:</b> Default Style	
<b>Intelligent Table Comparison:</b> Active	
<b>Original filename:</b> 103359357_1_Redevelopment Plan for the Mission Bay South Redevelopment Project_March_6_2018 [Corrected Copy].DOCX	
<b>Modified filename:</b> 103359357_10_20.03.24 GSW Hotel Project - Redevelopment Plan Amendment [GDC Draft][Sent to OCII].DOCX	
<b>Changes:</b>	
<a href="#">Add</a>	27
<del>Delete</del>	41
<del>Move From</del>	0
<u>Move To</u>	0
<u>Table Insert</u>	0
<del>Table Delete</del>	0
<u>Table moves to</u>	0
<del>Table moves from</del>	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
<b>Total Changes:</b>	<b>68</b>

DESIGN FOR DEVELOPMENT  
FOR THE MISSION BAY SOUTH PROJECT AREA

ORIGINAL DOCUMENT APPROVED  
BY THE REDEVELOPMENT AGENCY COMMISSION  
RESOLUTION NO. 191-98, SEPTEMBER 17, 1998

AMENDMENTS APPROVED  
BY THE REDEVELOPMENT AGENCY COMMISSION  
RESOLUTION NO. 24-2004, FEBRUARY 17, 2004  
RESOLUTION NO. 34-2004 MARCH 16, 2004

AMENDMENTS APPROVED  
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE  
RESOLUTION NO. 13-2015, MARCH 17, 2015

AMENDMENTS APPROVED  
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE  
RESOLUTION NO. 71-2015, NOVEMBER 3, 2015

AMENDMENTS APPROVED  
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE  
RESOLUTION NO. 42-2017, OCTOBER 17, 2017

AMENDMENTS APPROVED  
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE  
RESOLUTION NO. 25-2018, JUNE 5, 2018

AMENDMENTS APPROVED  
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE  
RESOLUTION NO. [ ]-2020, [ ], 2020

SOUTH

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# I. Introduction

The Redevelopment Plan (“Redevelopment Plan”) for the Mission Bay South Redevelopment Project, as approved by the San Francisco Board of Supervisors, establishes the basic land use standards for the Mission Bay South Plan Area (“Plan Area”), and includes general objectives, including planning objectives, that apply to the Plan Area. This Mission Bay South Design for Development (“Design for Development”) is a companion document containing Design Standards and Design Guidelines which apply to all development within the Plan Area. The Redevelopment Plan and this Design for Development supersede the San Francisco Planning Code in its entirety, except as otherwise provided in the Redevelopment Plan. In the event of any conflict between this Design for Development and the Redevelopment Plan, the Redevelopment Plan provisions shall control. The Redevelopment Agency Commission may also enter into one or more owner participation agreements related to development projects in the Plan Area. Such agreements may contain design guidelines as well as design review and document approval procedures.

Section II. of this Design for Development Document contains a listing of definitions used in this document. Section III. contains Design Standards that govern development of the Plan Area. Section IV. consists of Design Guidelines that apply to the Plan Area. Section V. contains, for informational purposes, Design Objectives that were adopted by the Mission Bay Citizen’s Advisory Committee (CAC).

Plan Boundary,  
Development Block and Street Grid Map





## II. Definition of Terms

The following definitions apply to certain terms used in this Design for Development.

**Articulation:**

Variation in the massing, setback, height, or design features of a building, such as vertical recesses, changes in wall plane, changes in apparent height, changes in materials and colors, changes in facade recesses and projections, changes in floor levels, changes in roof forms, parapets, or cornice treatments, changes in the shape and location of garage and residential entries, or changes in window forms and patterns.

**Awning:**

A light roof-like structure, supported entirely by the exterior wall of a building; consisting of a fixed or movable frame covered with cloth, plastic or metal; extending over doors, windows, and/or show windows; with the purpose of providing protection from sun and rain and/or embellishment of the facade; as further regulated in Sections 4506 and 5211 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

**Base Height:**

The first tier in the overall height of buildings within the Plan Area as prescribed in the Height Zone Chart and Diagram included herein, and which includes an Event Center up to 135 feet in height.

**Block:**

An area of land as designated numerically on the Plan Boundary, Development Block and Street Grid map.

**[Blocks 29-30 Hotel Project:](#)**

[A mixed-use building on Blocks 29 and 30 that may contain hotel rooms \(and associated facilities such as banquet and conference rooms and retail uses\), Dwelling Units, and retail uses.](#)

**Building:**

Any structure having a roof supported by columns or walls intended for permanent occupancy.

**Building Base:**

Architectural term used in the guidelines to describe the portion of a building typically consisting of the first two floors and usually associated with its relationship to human scale.

**Building Height:**

Building height is the vertical distance between finished grade and the top of a building. The allowable height of a building is specified by the Height Zone in which the building is located. Building top is defined as the top of the finished roof in the case of a flat roof, and the average height of the rise in the case of a pitched or stepped roof (See Figs. 7 & 8 on p. ~~24~~ [26](#)). On a sloping site, this measurement is taken at the median grade height for each building face. Total building height is calculated by determining the average height of all individual building faces. Exemptions to building height include:

- Mechanical equipment and appurtenances necessary to the operation or maintenance of the building.
- Enclosed space related to the recreational and/or community use of the roof, not to exceed 20 feet in height above the roof level.

- 
- Ornamental and symbolic features of buildings, including towers, spires, cupolas, domes, where such features are not used for human occupancy.

**Bulk:**

These standards specify the maximum physical dimensions of upper stories of new buildings, above 90 feet. Standards include: maximum diagonal, maximum plan dimension, and maximum floor plate area.

**Canopy:**

A light roof-like structure, supported by the exterior wall of a building and on columns or wholly on columns, consisting of a fixed or movable frame covered with approved cloth, plastic or metal, extending over entrance doorways only, with the purpose of providing protection from sun and rain and embellishment of the facade, as further regulated in Sections 4504, 4506, 4508, and 5213 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

**City Serving Retail:**

A retail use that is designed to draw customers from the entire city.

**Connector:**

Term used to describe a pedestrian path along a street linking open spaces within Mission Bay.

**Corner:**

The first fifty feet of a block measured from the intersection of two or more streets.

**Court:**

Any space on a lot other than a yard which, from a point not more than two feet above the floor line of the lowest story in the building on the lot in which there are windows from rooms abutting and served by the court, is open and unobstructed to the sky, except for obstructions permitted herein. An “outer court” is a court, one entire side or end of which is bounded by a front setback, a rear yard, a side yard, a front lot line, a street, or an alley. An “inner court” is any court which is not an outer court.

**Developable Area:**

Developable Area shall be the net area of land excluding dedicated streets, public open space, and view corridors.

**Dwelling Unit:**

A room or suite of two or more rooms that is designed for residential occupancy for 32 consecutive days or more, with or without shared living spaces, such as kitchens, dining facilities or bathrooms.

### Event Center:

A primarily indoor structure located on Blocks 29-32 having tiers of seats rising around a central court, field, or stage, intended for assembly and entertainment or other public use purposes and which may include such accessory uses as snack bars, restaurants, retail sales, team and facility administration offices, sports team practice facilities, media/broadcasting functions and other support facilities, and may include below-grade or podium parking facilities.

### Event Center Project:

A mixed-use project located on Blocks 29-32 that includes an Event Center.

### Facade:

Exterior walls of a building which are adjacent to or front on a street, mid-block walkway, park, or plaza.

### Floor Area, Gross

The sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

- A Except as specifically excluded in this definition, “gross floor area” shall include, although not be limited to, the following:
  - 1. Basement and cellar space, including tenants’ storage areas and all other space except that used only for storage or services necessary to the operation or maintenance of the building itself;
  - 2. Elevator shafts, stairwells, exit enclosures and smokeproof enclosures, at each floor;
  - 3. Floor space in penthouses except as specifically excluded in this definition;
  - 4. Attic space (whether or not a floor has been laid) capable of being made into habitable space;
  - 5. Floor space in balconies or mezzanines in the interior of the building;
  - 6. Floor space in open or roofed porches, arcades or exterior balconies, if such porch, arcade or balcony is located above the ground floor or first floor of occupancy above basement or garage and is used as the primary access to the interior space it serves;
  - 7. Floor space in accessory buildings, except for floor spaces used for accessory off-street parking or loading spaces as described herein, and driveways and maneuvering areas incidental thereto; and
  - 8. Any other floor space not specifically excluded in this definition.
- B “Gross floor area” shall not include the following:
  - 1. Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building itself;
  - 2. Attic space not capable of being made into habitable space;
  - 3. Elevator or stair penthouses, accessory water tanks or cooling towers, and other mechanical equipment, appurtenances and areas necessary to the operation or maintenance of the building itself, if located at the top of the building or separated therefrom only by other space not included in the gross floor area;

- 
4. Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself (i) if located at an intermediate story of the building and forming a complete floor level; or (ii) if located on a number of intermediate stories occupying less than a full floor level, provided that the mechanical equipment, appurtenances and areas are permanently separated from occupied floor areas and in aggregate area do not exceed the area of an average floor as determined by the Redevelopment Agency
  5. Outside stairs to the first floor of occupancy at the face of the building which the stairs serve, or fire escapes;
  6. Floor space used for accessory off-street parking and loading spaces and driveways and maneuvering areas incidental thereto;
  7. Arcades, plazas, walkways, porches, breezeways, porticos and similar features (whether roofed or not), at or near street level, accessible to the general public and not substantially enclosed by exterior walls; and accessways to public transit lines, if open for use by the general public; all exclusive of areas devoted to sales, service, display, and other activities other than movement of persons;
  8. Balconies, porches, roof decks, terraces, courts and similar features, except those used for primary access as described in Paragraph (a)(6) above, provided that:
    - a. If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the clear space is less than 15 feet in either dimension, the area shall not be excluded from gross floor area unless it is fully open to the sky (except for roof eaves, cornices or belt courses which project not more than two feet from the face of the building wall).
    - b. If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or more in both dimensions, (1) the area shall be excluded from gross floor area if it is fully open to the sky (except for roof eaves, cornices or belt courses which project no more than two feet from the face of the building wall), and (2) the area may have roofed areas along its perimeter which are also excluded from gross floor area if the minimum clear open space between any such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the above exceptions) and the roofed area does not exceed 10 feet in depth; (3) in addition, when the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure without walls may cover up to 10 percent of such open space without being counted as gross floor area.
    - c. If, however, 70 percent or less of the perimeter of such an area is enclosed by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the open side or sides face on a yard, street or court whose dimensions satisfy the requirements of this Code and all other applicable codes for instances in which required windows face upon such yard, street or court, the area may be roofed to the extent permitted by such codes in instances in which required windows are involved;

9. On lower, nonresidential floors, elevator shafts and other life-support systems serving exclusively the residential uses on the upper floors of a building;
  10. One-third of that portion of a window bay conforming to the requirements of Section 136(d)(2) of the San Francisco Planning Code (in effect as of the adoption of the Design for Development) which extends beyond the plane formed by the face of the facade on either side of the bay but not to exceed seven square feet per bay window as measured at each floor;
  11. Ground floor area devoted to building or pedestrian circulation and building service;
  12. Space devoted to personal services, restaurants, and retail sales of goods intended to meet the convenience shopping and service needs of workers and residents, not to exceed 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the ground floor of the building plus the ground level, on-site open space.
  13. An interior space provided as an open space feature in accordance with the requirements herein;
  14. Floor area devoted to child care facilities provided that:
    - a. Allowable indoor space is no more or no less than 3,000 square feet and no more than 6,000 square feet, and
    - b. The facilities are made available rent free, and
    - c. Adequate outdoor space is provided adjacent, or easily accessible, to the facility. Spaces such as atriums, rooftops or public parks may be used if they meet licensing requirements for child care facilities, and
    - d. The space is used for child care for the life of the building as long as there is a demonstrated need. No change in use shall occur without a finding by the Redevelopment Agency that there is a lack of need for child care and that the space will be used for a facility described herein dealing with cultural, educational, recreational, religious, or social service facilities;
  15. Floor area permanently devoted to cultural, educational, recreational, religious or social service facilities available to the general public at no cost or at a fee covering actual operating expenses, provided that such facilities are:
    - a. Owned and operated by a nonprofit corporation or institution, or
    - b. Are made available rent free for occupancy only by nonprofit corporations or institutions for such functions. Building area subject to this subsection shall be counted as occupied floor area, except as provided herein, for the purpose of calculating the off-street parking and freight loading requirements for the project;
- C ~~e~~ For the purpose of calculating the off-street parking and freight loading requirement for the project, building area subject to this subsection shall be counted as occupied floor area, except as provided herein.

**Floor Area, Leasable:**

Leasable Floor Area means Floor Rentable Area, as defined and calculated in the 1996 Building Owners Management Association International publication, "Standard Method For Measuring Floor Area in Office Buildings."

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### Floor Area, Occupied:

Floor area devoted to, or capable of being devoted to, a principal or conditional use and its accessory uses. For purposes of computation, “occupied floor area” shall consist of the gross floor area, as defined herein, minus the following:

- a. Nonaccessory parking and loading spaces and driveways, and maneuvering areas incidental thereto;
- b. Exterior walls of the building;
- c. Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself, wherever located in the building;
- d. Restrooms, and space for storage and services necessary to the operation and maintenance of the building itself, wherever located in the building;
- e. Space in a retail store for store management, show windows and dressing rooms, and for incidental repairs, processing, packaging and stockroom storage of merchandise for sale on the premises; and
- f. Incidental storage space for the convenience of tenants.

### Floor Area Ratio:

The ratio of the gross floor area of buildings to the developable land area measured for Commercial Industrial, Commercial Industrial/Retail, and Retail areas as described in the Redevelopment Plan. In cases in which portions of the gross floor area of a building project horizontally beyond the lot lines, all such projecting gross floor area shall also be included in determining the floor area ratio. If the height per story of a building, when all the stories are added together, exceeds an average of 18 feet, then additional gross floor area shall be counted in determining the floor area ratio of the building, equal to the average gross floor area of one additional story for each 18 feet or fraction thereof by which the total building height exceeds the number of stories times 18 feet; except that such additional gross floor area shall not be counted in the case of live/work units or a church, theater or other place of public assembly.

### Frontage:

Building width along a street, park, or plaza.

### Live/Work Unit:

A building or portion of a building combining residential living space with an integrated work space principally used by one or more of the residents. Live/Work Units are subject to the same land use controls as Dwelling Units.

### Lot:

A block, or subdivision thereof, that is under one ownership.

### Marquee:

A permanent roofed structure attached to and supported entirely by a building; including any object or decoration attached to or part of said marquee; no part of which shall be used for occupancy or storage; with the purpose of providing protection from sun and rain or embellishment of the facade; as further regulated in Sections 414 and 4506 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

**Massing:**

The exterior shape of a building or structure.

**Mid-block Lane:**

A pedestrian-oriented walkway through a development project.

**Midrise Height:**

The second tier in the overall height of buildings within the Plan Area as prescribed in the Plan Area Height Zone Charts and Diagrams.

**Modulation:**

Major variations in the massing, height, or setback of a building.

**Neighborhood-Serving Retail:**

Retail uses providing goods and services to a population within the immediate neighborhood. Also referred to as “local-serving” retail in the Redevelopment Plan.

**Parcel:**

Same as lot.

**Parking:**

A parking facility serving uses located on either parcels or blocks occupied by said facility or on other parcels or blocks.

**Plan Dimensions:**

The linear horizontal dimensions of a building or structure, at a given level, between the outside surfaces of its exterior walls. The “length” of a building or structure is the greatest plan dimension parallel to an exterior wall or walls, and is equivalent to the horizontal dimension of the corresponding elevation of the building or structure at that level. The “diagonal dimension” of a building or structure is the plan dimension between the two most separated points on the exterior walls.

**Principal Facades:**

Exterior walls of a building which are adjacent to or front on a public street, park or plaza.

**Setback:**

The area between the edge of a building and the property line.

**Story:**

That portion of a building, except a mezzanine as defined in the San Francisco Building Code (in effect as of the adoption of this Design for Development), included between the surface of any floor and the surface of the next floor above it, or if there is no floor above it, then the space between the surface of the floor and the ceiling next above it.



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**Story, Ground:**

The lowest story of a building, other than a basement or cellar as defined in the San Francisco Building Code (in effect as of the adoption of this Design for Development).

**Street:**

A right-of-way permanently dedicated to common and general use by the public, as described in the Plan Area Project Boundary, Development Block and Street Grid Maps.

**Streetwall:**

Continuous facade of buildings generally built along the property line facing a street or open space.

**Structure:**

Anything constructed or erected which requires fixed location on the ground or attachment to something having fixed location on the ground.

**Tower Base:**

Term used within the Height Zone standards to describe the portion of a building below the tower height as defined herein.

**Tower Height:**

That portion of any building, except for an Event Center, with height above 90 feet.

**Vara Block:**

San Francisco's historic city block measuring 275 feet (100 Varas) by 412.5 feet (150 Varas). A Vara is an early Spanish unit of measure equal to 2.75 feet. The Vara block is used within Mission Bay as an extension of the City's historic urban fabric.



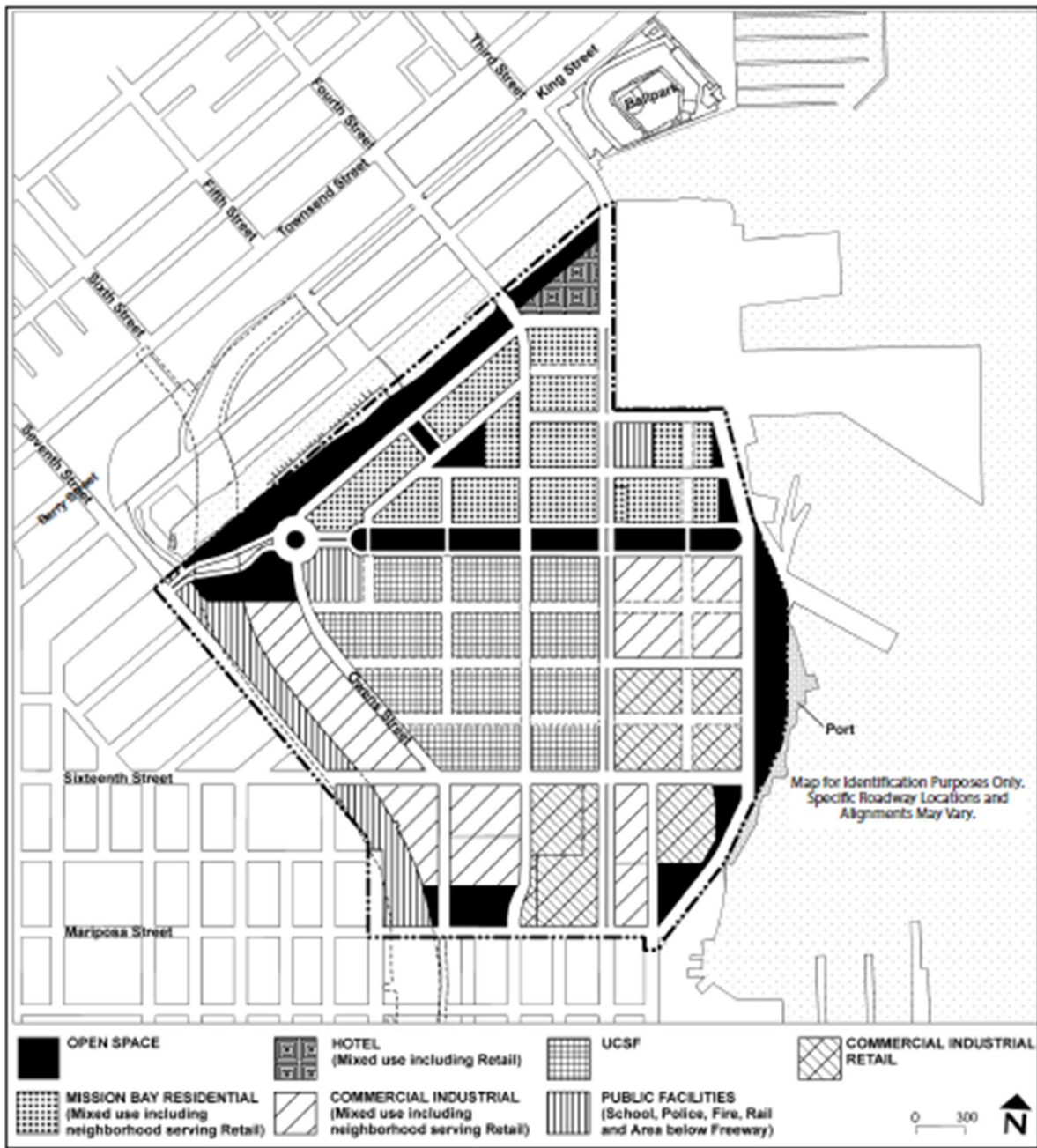
# III. Design Standards

#### Introduction:

The Design Standards contained in this document are mandatory provisions that will govern the development of the Plan Area unless a variance is obtained. They regulate areas such as land use, height, bulk, setbacks, coverage, streetwalls, view corridors, open areas, parking/loading and access. The Agency may, in its discretion, grant variances to the design standards contained in this Design for Development where the enforcement would otherwise constitute an unreasonable limitation beyond the intent and purpose of the Design for Development and the Redevelopment Plan and is consistent with the public health, safety and welfare.

Design Standards for the Plan Area are described herein. For informational purposes, a Land Use Map is provided on the following page. Land uses are described in the Redevelopment Plan.

Land Use Plan

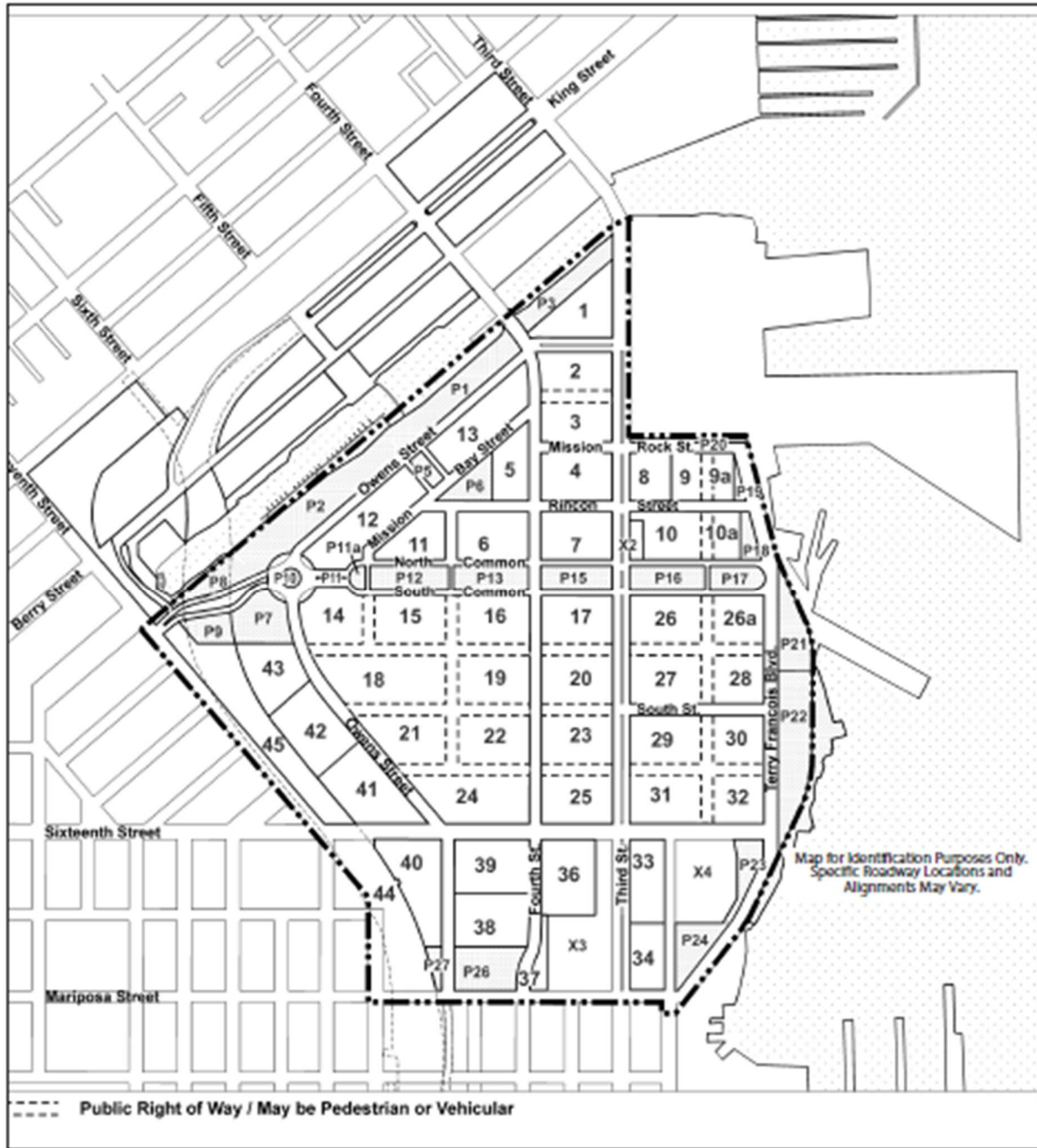


Map 2

### Maximum Development

The maximum development program that has been established for the Plan Area is outlined in the Redevelopment Plan.

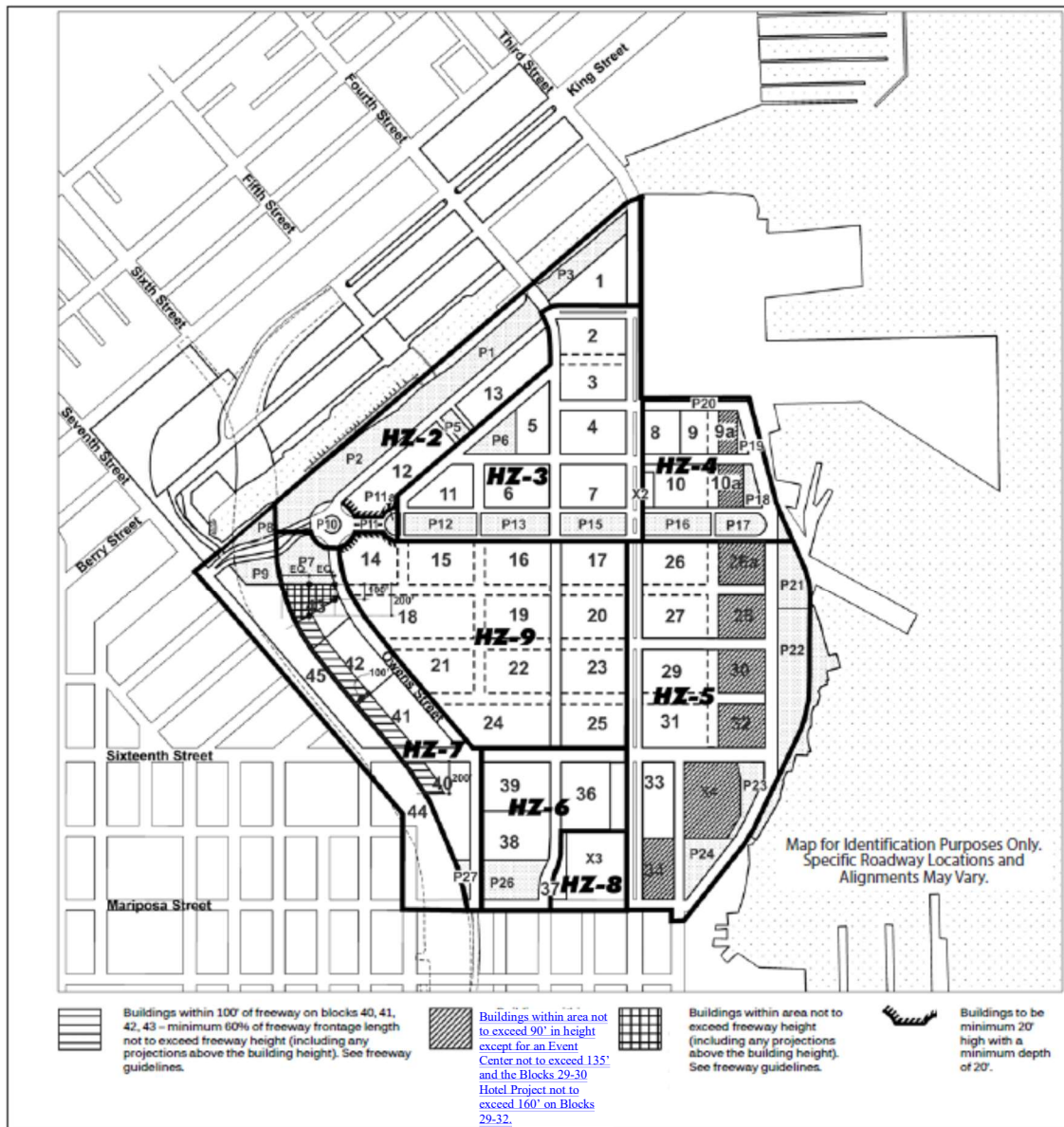
Plan Boundary,  
Development Block and  
Street Grid Map



Map 3

## Height

For the purposes of establishing height limits within the Plan Area, Height Zones are established as generally illustrated on the Height Zone Chart and Height Zone Diagram included herein. Refer to Definition of Terms section for “Building Height” and “Developable Area.” The percentage of Developable Area at a specified height is calculated for the entire developable area within a height zone, not on a block by block basis.



Map 4

III. DESIGN STANDARDS

	Residential/Hotel			Commercial/Industrial			
	HZ-2	HZ-3	HZ-4	HZ-5	HZ-6	HZ-7	HZ-8
Total Developable Area:	418,180 SF	686,505 SF	221,720 SF	942,200 SF	424,270 SF	551,467 SF	190,964 SF
Base Height	65'	65'	65'	90' (Event Center 135')	90'	90'	90'
% of developable area at base height	75%	80%	80%	<del>90</del> 89.8%	90%	85%	89%
Midrise Height	90'	90'	90'	NA	NA	NA	NA
% & sq. ft. of developable area with midrise height max.	10% (41,818 sq. ft. of develop. area)	13% (89,246 sq. ft. of develop. area)	13% (28,824 sq. ft. of develop. area)	NA	NA	NA	NA
Tower Height	160'	160'	160'	160'	160'	160'	160'
% & sq. ft. of developable area with tower height max.	15% (62,726 sq. ft. of develop. area)	7% (48,055 sq. ft. of develop. area)	7% (15,520 sq. ft. of develop. area)	<del>10</del> 10.2% (94,220 sq. ft. of develop. area)	10% (42,427 sq. ft. of develop. area)	15% (82,720 sq. ft. of develop. area)	11% (21,006 sq. ft. of develop. area)
Maximum number of towers at max. bulk and height	6	6	2	<del>4, 2, 5, 3</del> of which must be on Blocks <del>29, 29, 30</del> or 31.	2	4	1
Location	NA	NA	No towers on parcels 9a and 10a. Max. 50' average on Bayfront to a depth of 20' on each block.	No towers on <del>parcels</del> Blocks 26a, 28, <del>30</del> , 32, 34 & X4		Buildings above height of freeway in limited locations (see map). Tower on parcel 43 limited to SE corner.	NA
Corners	Except for 16th Street and Third Street, no intersection to allow more than 2 towers within 50' of corner.						
Tower Separation	Minimum 125' when located on the same block. Exceptions considered for slim/multiple tower designs with Agency approval, subject to further shadow and visual analysis (see Fig. 6)			Minimum 100' when located on the same block, and a minimum of 40' between a tower and an Event Center, <u>except that (in each case, excluding canopies and architectural projections) (1) the minimum separation above 90' between the Blocks 29-30 Hotel Project and an Event Center shall be 24'0". (2) the average separation above 90' between such structures shall be at least 31.5'. (3) the minimum separation below 90' between such structures shall be 20.5' and nothing herein shall permit less than 23'3" of separation at the pedestrian level. and (4) the average separation below 90' between such structures shall be at least 41.5'.</u>		Min 200' or separated by 16 <sup>th</sup> Street.	NA
Orientation	Tower width along 3rd street not to exceed 160'						
Rooftop Recreation/Community Structures	For the purposes of height measurement, rooftop recreation structures are exempted, provided that the total height measured from the top of roof does not exceed 16' in height, including mechanical appurtenances, and their use is strictly limited to community recreation.			NA, <u>except that for the Blocks 29-30 Hotel Project, for the purposes of height measurement, rooftop recreation structures are exempted, provided that the total height measured from the top of roof does not exceed 16' in height, including mechanical appurtenances, and their use is strictly limited to private open space for Blocks 29-30 Hotel Project residents and their guests.</u>			
% of total roof area	Total area of rooftop recreation/community structures is limited to 25% of the roof area.			NA, <u>except that for the Blocks 29-30 Hotel Project, total area of rooftop recreation/community structures is limited to 30% of the roof area.</u>			
Mechanical Equipment	Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself, including chimneys, ventilators, plumbing vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind energy, elevator, stair and mechanical penthouses, skylights, and window-washing equipment, together with visual screening for any such features are exempt from the height restriction. This exemption shall be limited to the top 10' of such						



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	features where the height limit is 65' or less, and the top 36' (20' for a mechanical penthouse, 16' for top of a ventilator stack) of such features where the height limit is more than 65'.
--	---

**Note**Notes:

Method of Measurement: Refer to Definition of Terms section for "Building Height" and "Developable Area" for method of measurement and exemptions from height limits.

[Calculation method for the Blocks 29-30 Hotel Project tower separation: The average building separation shall be calculated parametrically, as outlined on Page 105 of the approved Blocks 29-30 Hotel Project Basic Concept/Schematic Design, with the horizontal separation zone of calculation based on the last perpendicular point from the Event Center curvature in plan view, and the vertical zone\(s\) of calculation for \(1\) the tower base below 90': from finish floor at the Level 200 Esplanade up to the Blocks 29-30 Hotel Project tower base at 90', and \(2\) the tower portion above 90': from the Blocks 29-30 Hotel Project tower base at 90' to the maximum height of the Event Center's roof parapet.](#)

These diagrams are intended to illustrate the Base, Midrise, and Tower concepts:

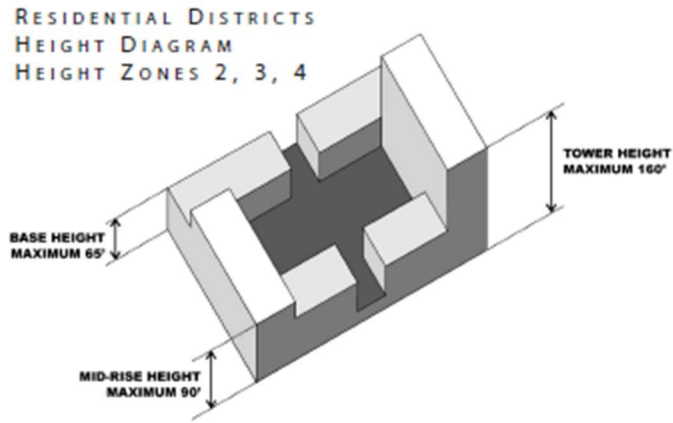


Fig. 1

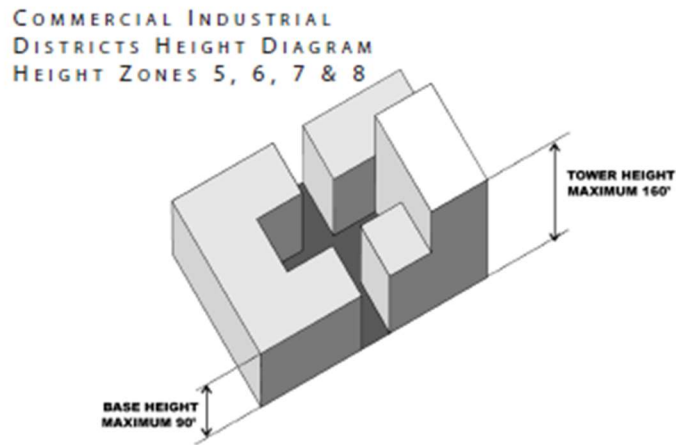


Fig. 2

These diagrams are intended to illustrate the Height Standards.\*

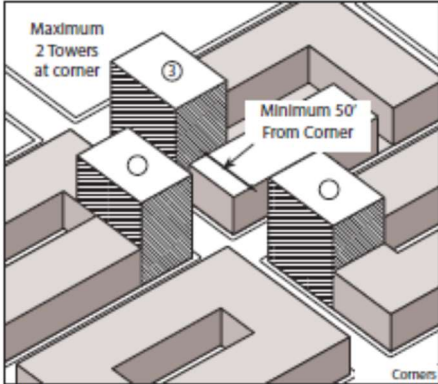


Fig. 3

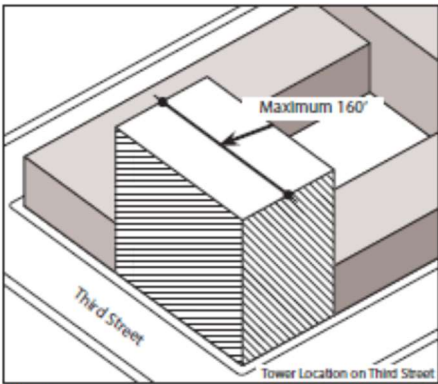


Fig. 4

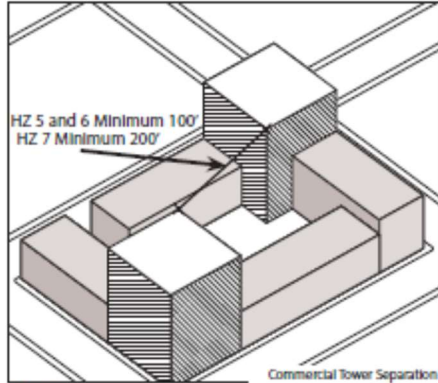


Fig. 5

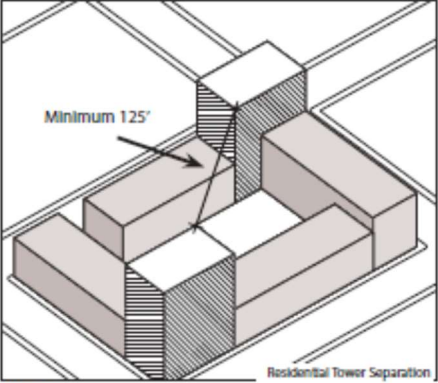


Fig. 6

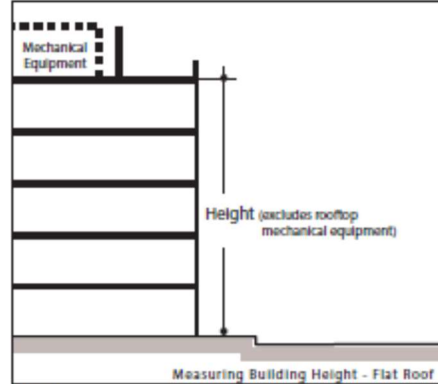


Fig. 7

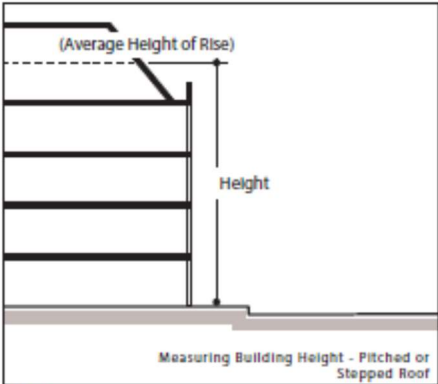


Fig. 8

\* Except as otherwise provided in exceptions regarding Tower Separation in the Height Zone table on page 23.

Bulk

Bulk standards control the length and width of towers to preserve light and air and prevent construction of massive buildings which block views and generally disrupt the character of the city.

Bulk controls shall apply as follows:

Height Zones	Residential/Hotel	Commercial Industrial
	HZ-2 HZ-3 HZ-4	HZ-5 HZ-6 HZ-7 HZ-8
Bulk (above 90')	Max. residential plan diagonal 190' Max. residential plan length 160' Max res. floor plate 17,000 sq. ft. Max. hotel plan length 200' Max. hotel floor plate, 20,000 sq. ft.	Max. plan length 200' <a href="#">For the Blocks 29-30 Hotel Project: Max. plan length 240' with an average plan length of 220'.</a> Max. floor plate 20,000 sq. ft. For an Event Center: Max. diagonal plan dimension 600'

These diagrams are intended to illustrate the bulk concepts:

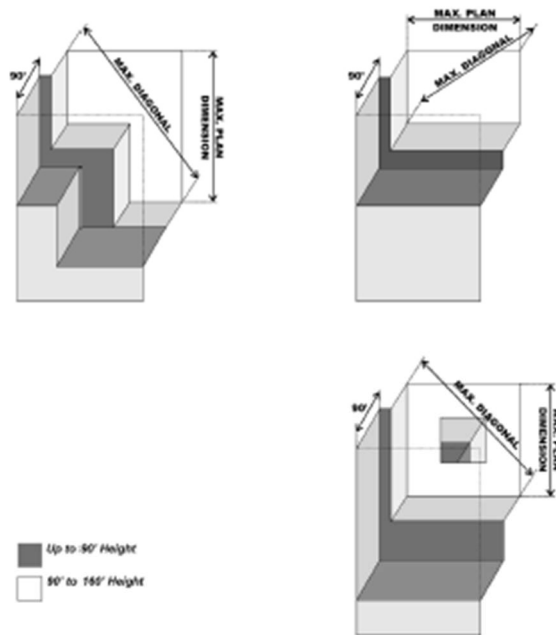
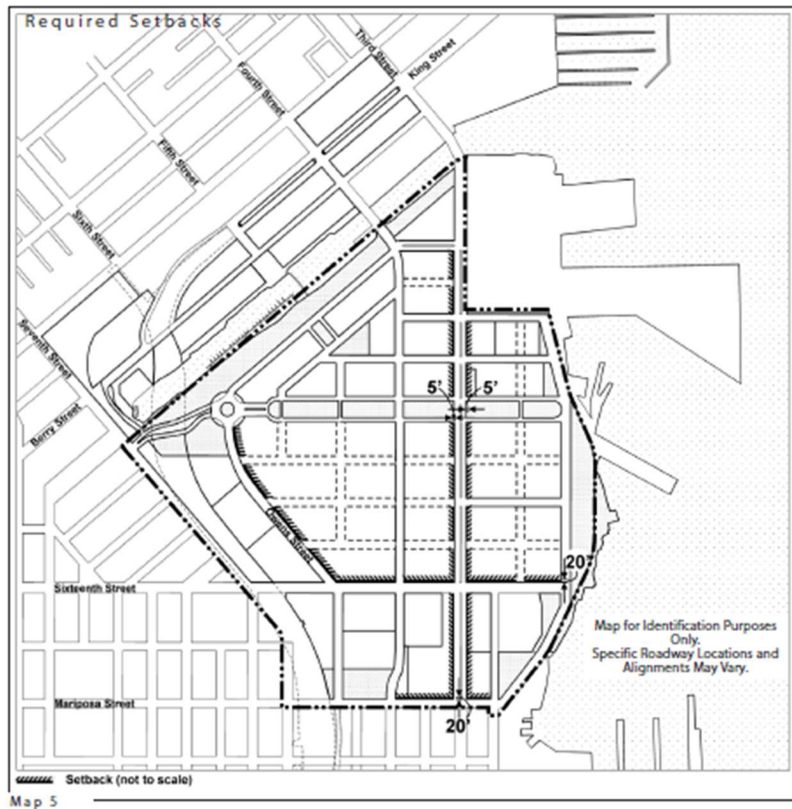


Fig. 9 Bulk

## Setbacks

Setbacks are required to provide space for certain pedestrian and bike path links and for connection of major open spaces. Setbacks shall be generally as indicated in the Setbacks Diagram and Setbacks Chart included herein. These setbacks are in addition to specified sidewalk widths on these streets and may be used for paved pathways and landscaping as appropriate.

Setbacks	Residential/Hotel	Commercial Industrial
Required Setbacks	5' setback on west side of Third Street from one block south of the Channel to Mariposa Street. 5' setback on east side from Mission Rock to Mariposa Street.	
	NA	20' setback on north side of 16th Street from Terry Francois to Owens.  20' setback on east side of Owens from 16th to the Commons. 20' setback on north side of Mariposa from Terry Francois to Owens Street.  The Event Center shall be permitted to encroach within the required setback on the north side of 16th Street between Terry Francois Boulevard and Third Street as long as a minimum average of 20' is provided along that frontage.

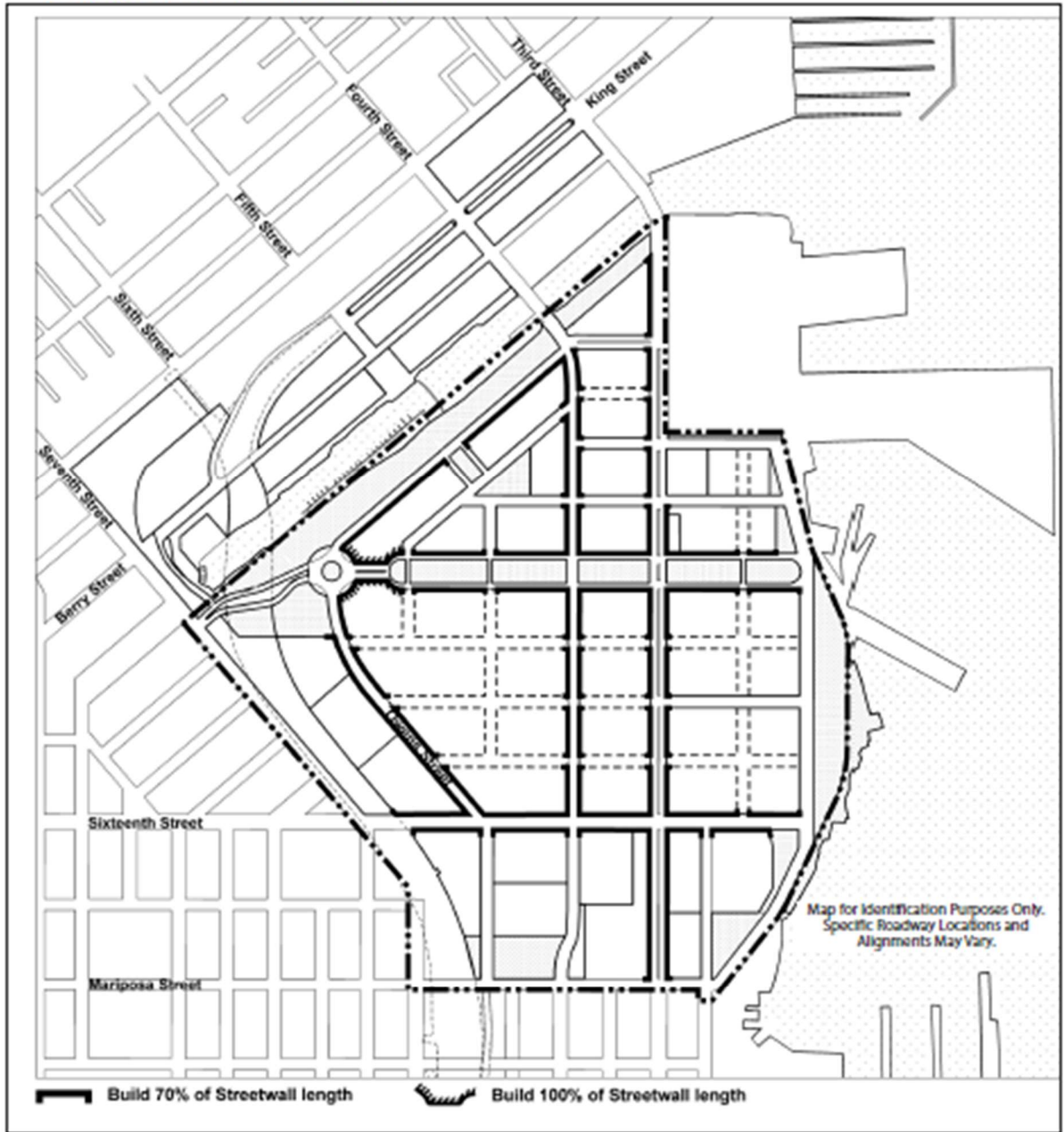


### III. DESIGN STANDARDS

Streetwall and lot coverage standards are required as follows to maintain the consistent building to street relationship that is common throughout San Francisco:

Lot Coverage	Residential/Hotel	Commercial Industrial
Maximum Lot Coverage	100% lot coverage to a maximum height of 40'. For buildings above 40' in height, a maximum of 75% lot coverage is allowed for those portions of the building above 40' (See Fig. 10). Parking structures serving residential uses, and not exceeding a maximum height of 65' shall be allowed 100% of lot coverage.	NA
<b>Streetwall</b>		
Minimum Length	Minimum 70% of block length frontage required for streetwalls along primary streets including 3rd, 4th, 16th, Commons, and Owens (See Map 6, Fig. 11). 70% refers to a total measurement from street to street with no exceptions for pedestrian pathways, except for 3rd and 16th frontages surrounding an Event Center. On development on Blocks fronting the rotary at the intersection of the Commons and Owens St., 100% streetwall is required.	
Minimum Height	15 feet	
Maximum Height	Height not to exceed 65' (except for mid-rise and towers). Average streetwall height along a block not to exceed 55' to a depth of 20' on designated neighborhood streets (See Map 7: Neighborhood Streets).	Height not to exceed 90' (except for mid-rise, Event Center, and towers).
Corner Zone Conditions	At all intersections along primary streets, (as identified on Map 46: Primary Streets) build to streetwall at all corners for a distance of 50' (See Fig. 14). Height of building at corner to be no less than 15 feet. Corner and Event Center entries are exempted. On blocks 12 & 14, development fronting the rotary, height of buildings to be no less than 2 stories.	
Streetwall Variation	10' variation within the streetwall frontage is allowed. Additional variations may be permitted subject to design review (See Fig. 12).	NA
Required Step-backs	Buildings in HZ-2 and HZ-3 along P5 and P6 are required to use a stepback of 20' from the property line at or below 65' in height.	Buildings in HZ-5 along the Commons are required to use a stepback of 30' from the property line at the 55' height, and 110' feet from the property line at 90' height (See Fig. 15). Buildings on parcel X4 are required to use a stepback of 60' from the property line at 55' at P23 (Bayfront Park); and a stepback of 30' from the property line at 55' at P24 (Mariposa Bayfront Park). Buildings on parcel X3 are required to use a stepback of 50' from the property line on Mariposa Street at 90' height.
Pedestrian Walkway	A minimum of one north-south exclusively pedestrian public walkway 30' wide and open to the sky required on each of Blocks 12 & 13. Pedestrian walkways shall be publicly accessible during daylight hours.	NA
Projections	Architectural projections over a street, alley, park, or plaza shall provide a minimum of 8 feet of vertical clearance from the sidewalk or other surface above which it is situated. Projections include: <ul style="list-style-type: none"> <li>• Projections of purely architectural or decorative character such as cornices, eaves, sills, and belt courses, with a vertical dimension of no more than two feet six inches, not increasing the floor area of the volume of space enclosed by the building, and not projecting more than three feet over streets, alleys, and public open spaces, <u>except that for the Blocks 29-30 Hotel Project entry canopy, such projection is limited to not more than five feet.</u></li> <li>• Bay windows, balconies, and similar features with a maximum projection of three feet over streets and public open spaces.</li> </ul>	

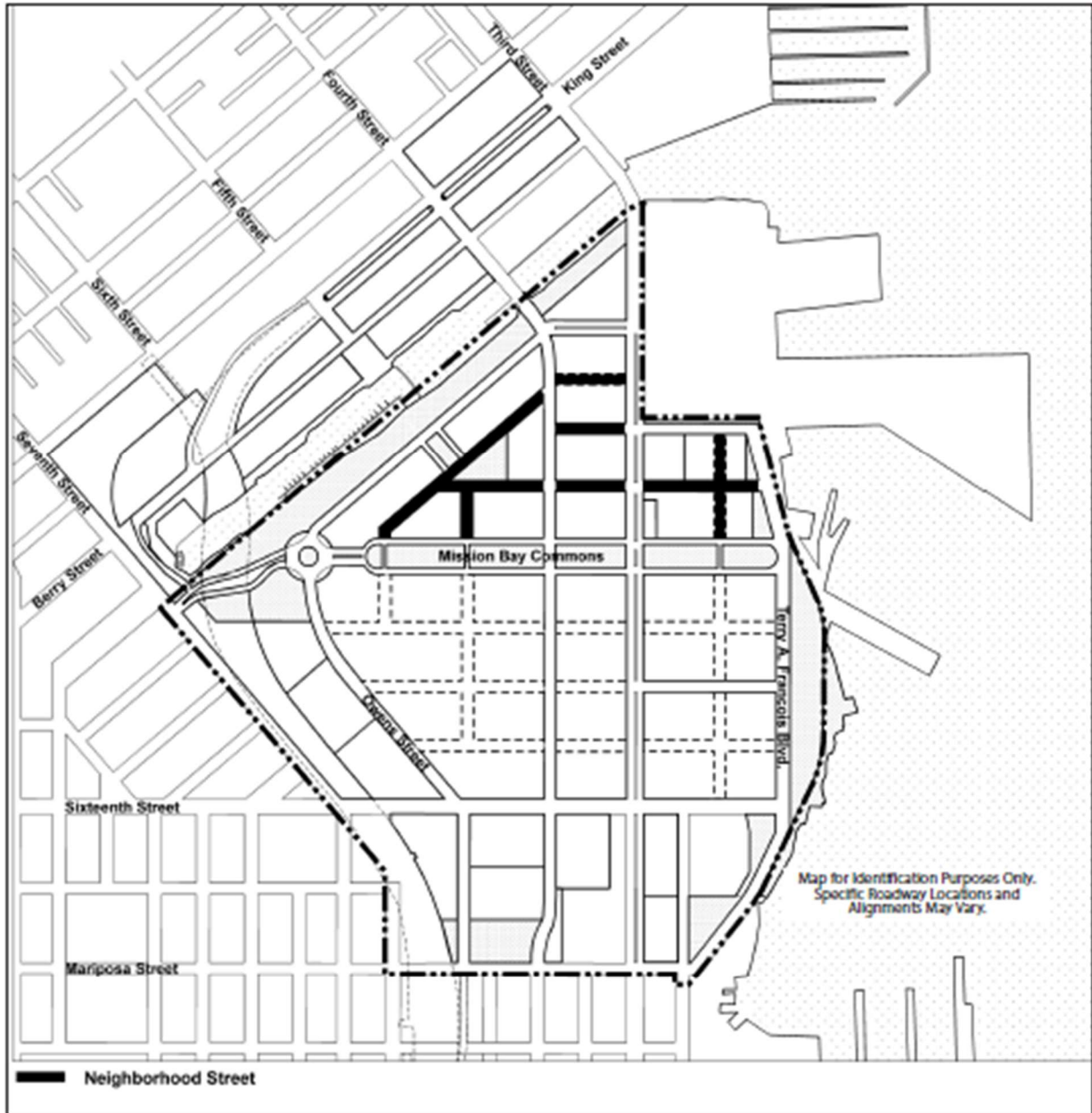
Primary Streets for Streetwalls



Map 6



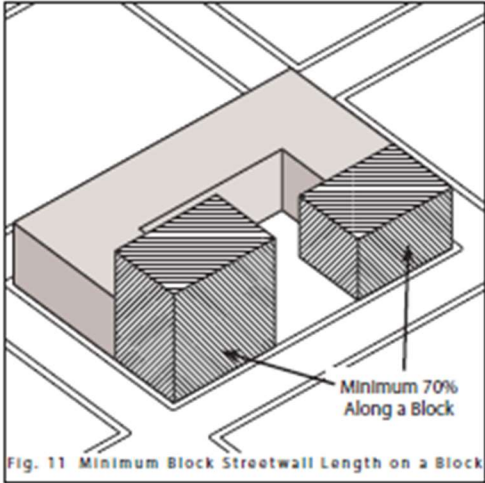
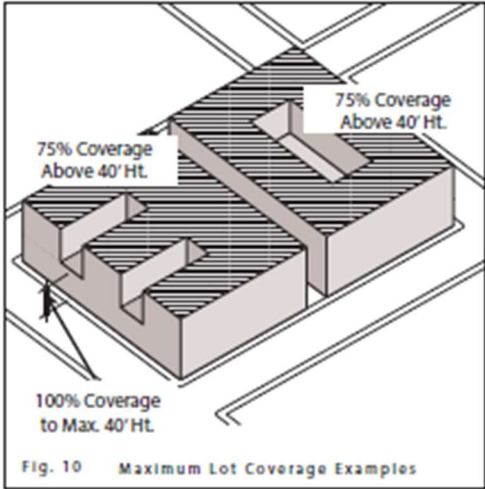
Neighborhood Streets  
for 55' Average Height



Map 7



These diagrams are intended to illustrate the coverage and streetwall concepts:



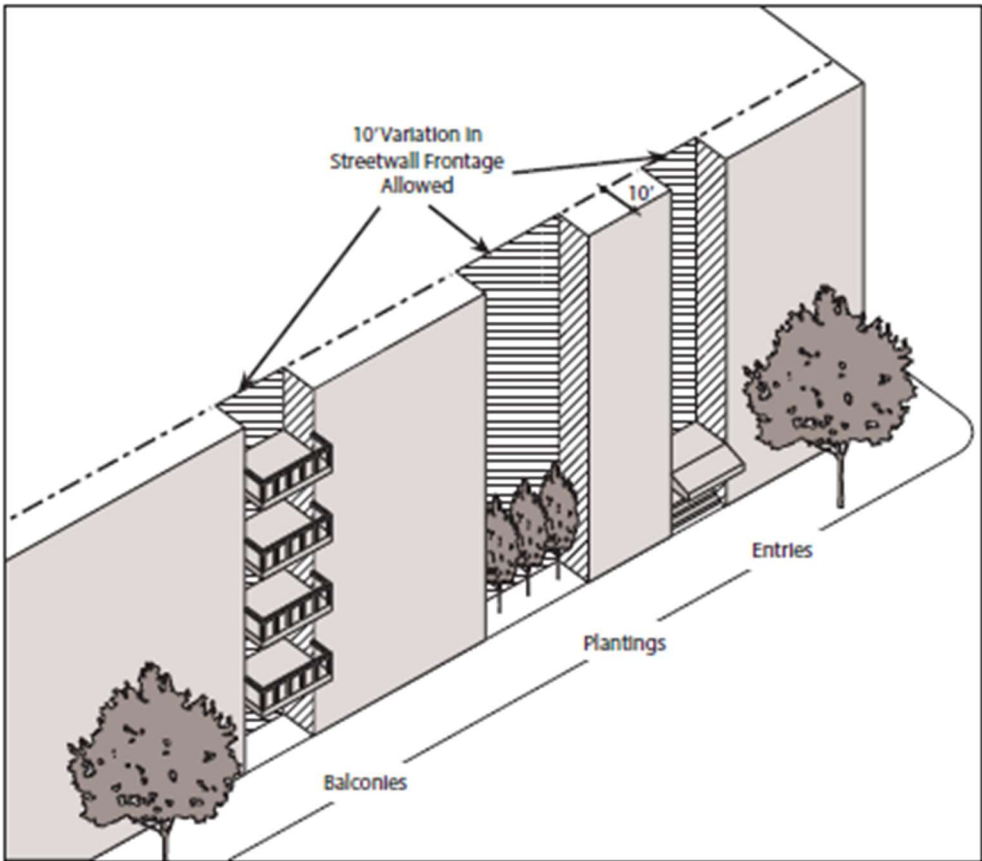


Fig. 12 Streetwall Variation Examples

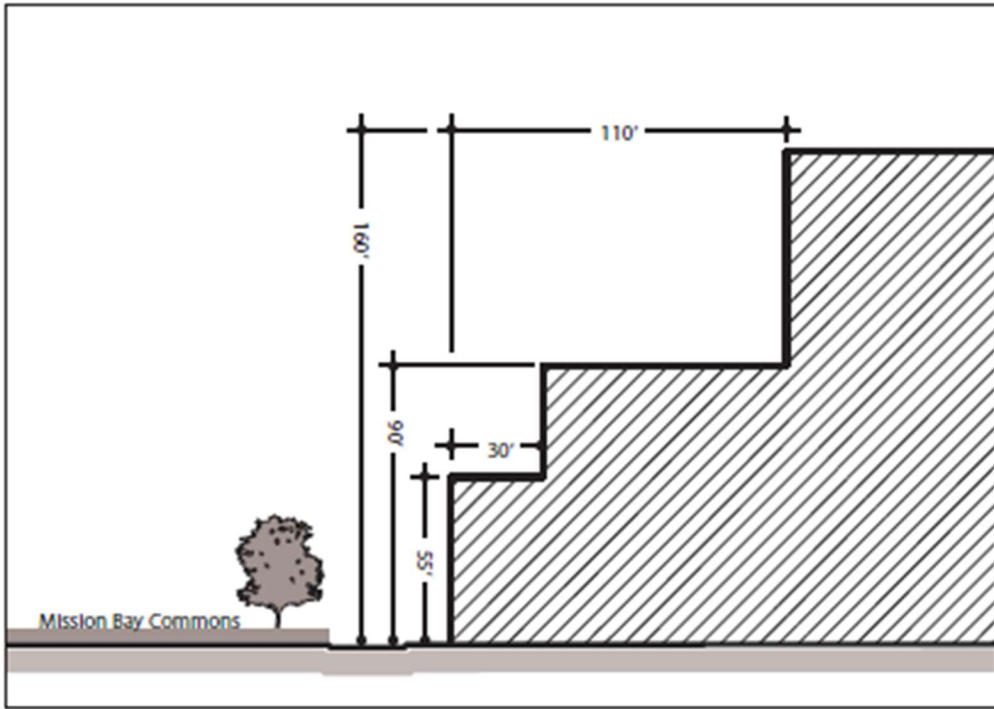


Fig. 13 Required Setbacks in HZS for Blocks 26 & 26A

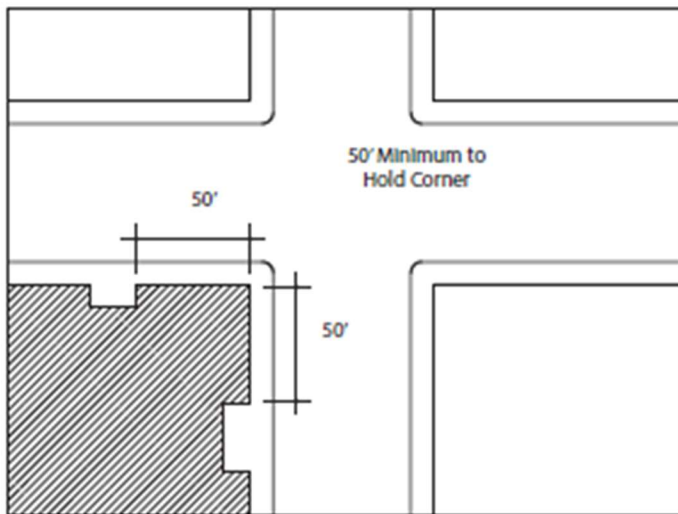


Fig. 14 Corner Zone Conditions

#### Open Space (Public)

At full buildout, the Plan Area shall include approximately 41 acres of publicly accessible open space, including a minimum of 8 acres of publicly accessible open space within the UCSF campus (see Map 8). Connectors and setbacks, while they will be publicly accessible, are not included in the 41 acres of public open space noted above.

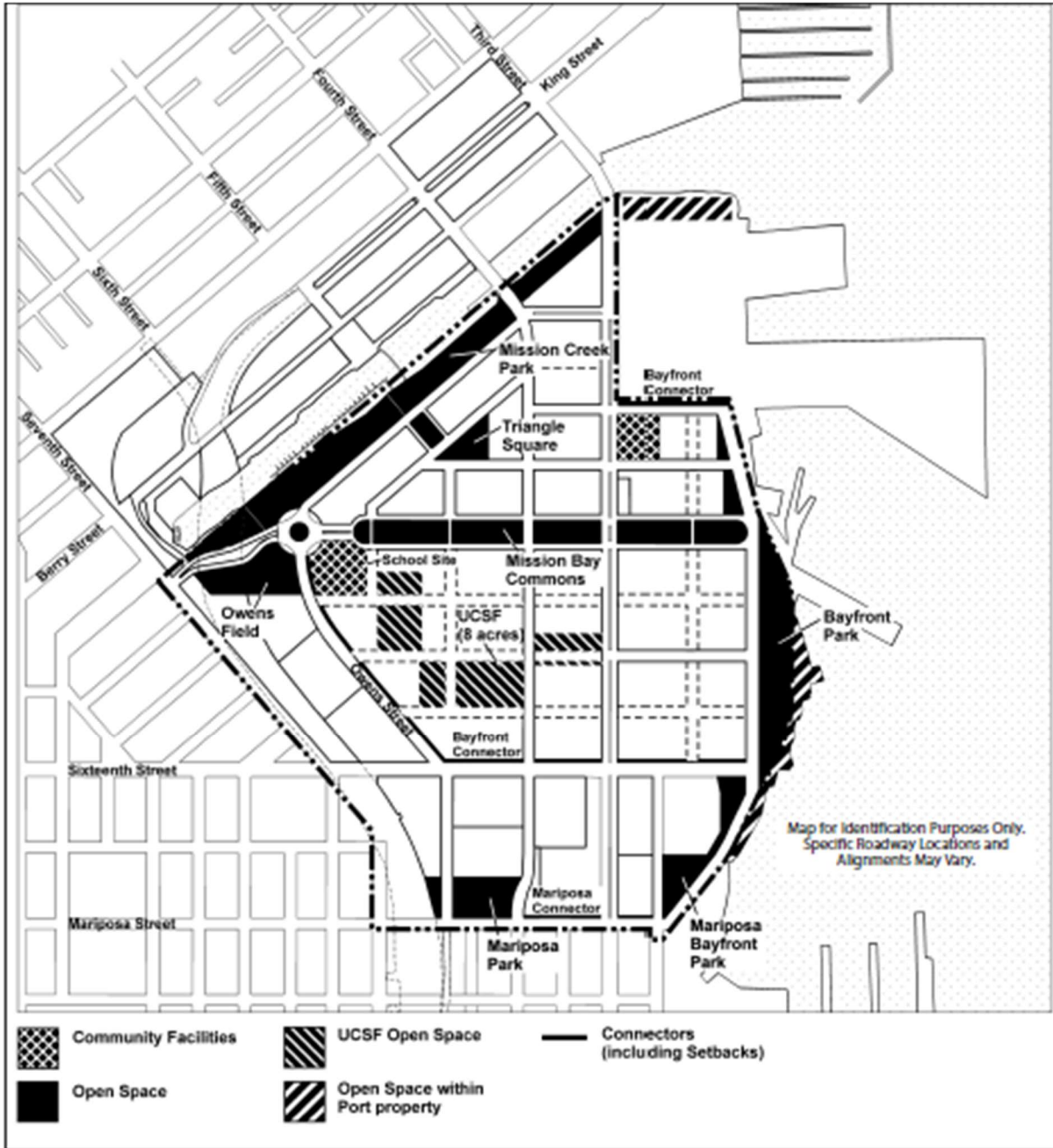
#### Open Space (Private)

Private open space shall be provided for each dwelling unit in the amount of 70 square feet.

Private residential open space may consist of open space for an individual unit or common usable open space shared by all residents. The requirements can be satisfied in a number of ways and in a variety of areas such as:

- Individual unit open space: patios, terraces, or balconies adjacent to the unit. For individual unit open space to be counted towards the private open space requirement, the minimum horizontal dimension shall be 6 feet.
- Common open space: mid-block lanes (provide they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, rooftop and parking podium level gardens, decks, solaria, and atria open to sun and air, open terraces or recreational facilities for use by residents.
- Sufficient soil depth shall be provided to ensure adequate growth and health for planting within open space on roof decks. The minimum size of trees at installation should be 24" box, and irrigation and under-drainage should be provided for all planting.

Open Space



Map 8

## Sunlight Access to Open Space

Design Standards outlined in this document have been prepared with the objective of encouraging new developments to ensure sunlight access to public open spaces and limit the area and duration under shadow. Shadow studies have determined that development complying with the Design Standards will reasonably limit areas of shadow on public open spaces during the active months of the year and during the most active times of the day.

Additional shadow analysis will not be required unless, as a part of a specific project application, the project applicant seeks a variance from the Design Standards herein that establish the shape and location of buildings. Standards determining the shape and location of buildings include:

1. Height
  - Base, Midrise, & Tower Heights
  - Maximum Number of Towers
  - Height Location
  - Tower Orientation, & Separation
2. Bulk
3. Coverage & Streetwall
  - Streetwall Heights
  - Required Stepbacks

If a project applicant requests approval for an exception to the above standards shadow analysis is required. The amount of area shadowed, the duration of the shadow, and the importance of sunlight to the use patterns of open spaces should be taken into account when determining the impact of shadows from development. A project for which an exception is sought shall not create additional areas of public open space in continuous shadow for periods of one hour, as determined by shadow analysis using the following methodology:

1. For the purposes of assessing the impact of shadows on Mission Bay open spaces, open spaces have been divided into four areas: Mission Creek Park (which includes both North and South), Bayfront Park, Triangle Square, and the section of Mission Bay Commons, between Third Street and Terry Francois Boulevard (see Map 9 on page [3738](#))
2. Shadow analysis should study the area of public open space in continuous shadow for periods of one hour, during the most active months of the year (March-September) and during the most active times of the day (10am-4pm).
3. Analysis for a specific development proposal should take into account aggregate shadow impacts from all buildings over 40 feet in height adjacent to the public open space. For the purpose of shadow analysis, undeveloped parcels should be analyzed using either approved plans for future development or a plan that resembles the maximum allowable building envelope for that parcel.

- The total area of each of the described public open spaces should be the basis for shadow calculation. To reasonably limit areas of open space in continuous shadow for extended periods of time, the area of public open space in continuous shadow for a period of one hour from March to September between 10am and 4pm should not exceed the following percentages:

Mission Creek Park	13%
Bayfront Park	20%
Triangle Square	17%
Mission Bay Commons	11%

Shadow Analysis:  
Open Space



#### Wind Analysis

##### Standard:

Wind review will be required for all projects that include buildings over 100 feet in height. Wind tunnel testing may also be required for these buildings unless, upon review by a qualified wind consultant, and with concurrence by the Agency, it is determined that the exposure, massing, and orientation of the building are such that adverse wind impacts will not occur. Wind analysis shall be conducted to assess wind conditions for the project in conjunction with the anticipated pattern of development on surrounding blocks. The objective shall be to use all feasible means to eliminate wind hazards and to reduce adverse wind impacts, including uncomfortable wind conditions, if predicted.

##### Guidelines:

For blocks that are exposed to winds from the west or north-west, particularly if they front open space, attention should be paid to wind-conscious design. The following guidelines are examples of methods that can be used to eliminate wind hazards and/or to address adverse wind impacts:

- Western facades can be modulated through the use of architectural devices such as surface articulation, variation of planes, wall surfaces, and heights, as well as the placement of stepbacks, courtyards, plazas, and other features.
- Landscaping in appropriate locations, can be used to mitigate wind. Porous materials (vegetation, hedges, screens, latticework, perforated or expanded metal) offer superior wind shelter as compared to a solid surface. Such wind sheltering elements should be located west of the area being protected, and should be of sufficient height. Wind shadows behind porous wind screens provide shelter for a distance downwind equivalent to 3-5 times the height of the wind screen.
- “Breezeways” or notches at the upwind corners of the building should be avoided.
- Building stepbacks can be used to ameliorate ground level wind accelerations. If these stepback areas are used as terraces, they are likely to need properly designed wind screening elements or even partial enclosure to ensure usability. Any wind sheltering strategy should address the likely significant downward component of these winds, particularly below west facing building elements



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## View Corridors

View corridors follow street alignments and are defined by the Mission Bay South Project Boundary, Development Block and Street Grid Map 3 on page 21.

View corridors are based on the following principles: to preserve the orientation and visual linkages to the Bay and Channel; as well as vistas to hills, the Bay Bridge and the downtown skyline; to preserve orientation and visual linkages that provide a sense of place within Mission Bay.

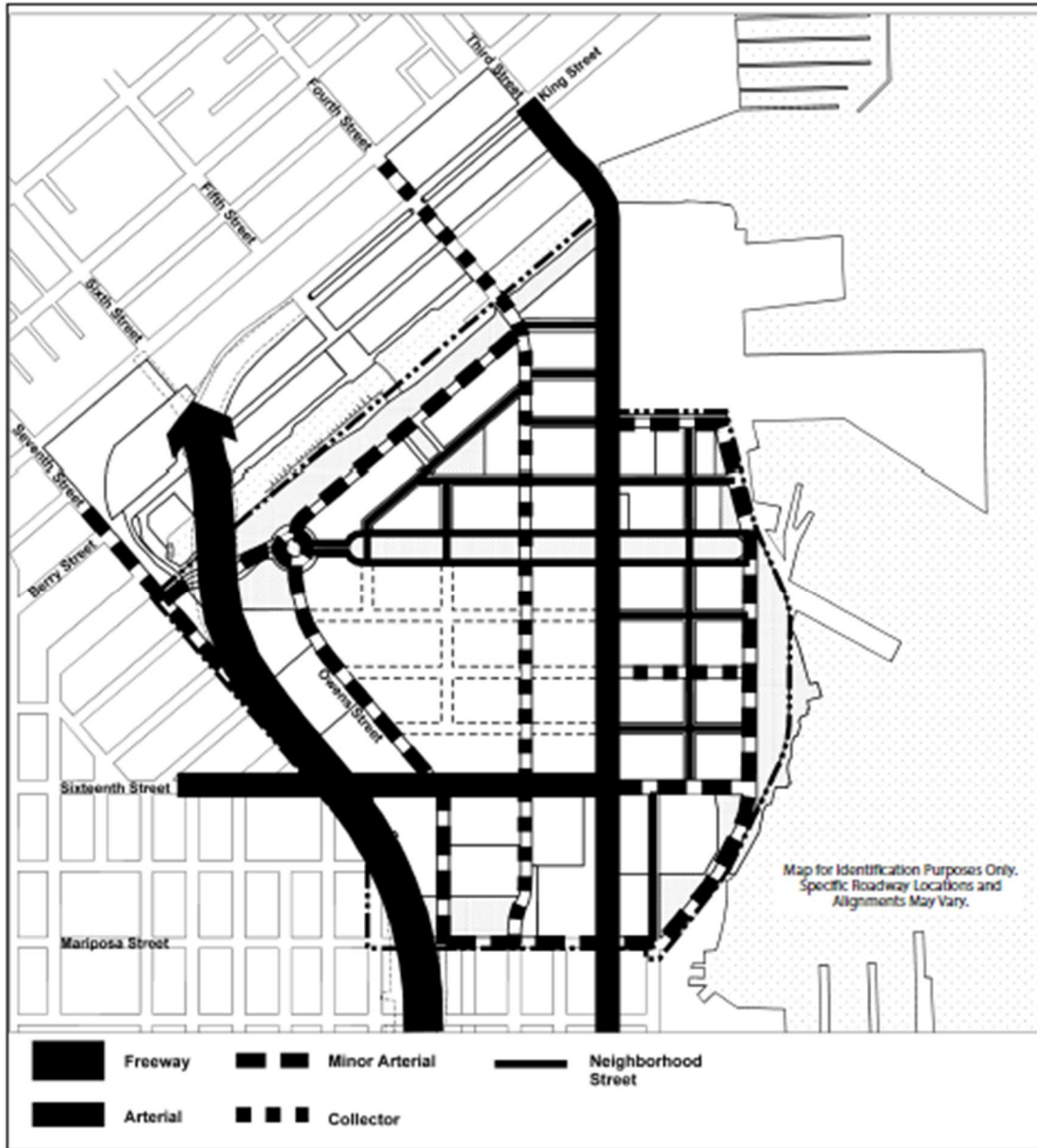
- No building or portion thereof shall block a view corridor, provided, however, that a view corridor on Blocks 29-32 may terminate in an Event Center that provides an important architectural statement as recommended in the Commercial Industrial Guidelines.
- The street grid is an extension of San Francisco's historic urban pattern of Spanish measure Vara blocks.

Street System

The Mission Bay South Street Grid system shall be generally as described and illustrated in the Mission Bay Street Grid Diagram provided herein.

Street	Description
<b>Arterial Streets</b>	
Third Street	Existing arterial connecting to the South of Market and Bayview Districts. Bus and Light Rail.
Sixteenth Street	Major east-west arterial. Main link to Potrero Hill under I-280.
<b>Minor Arterial Streets</b>	
Mariposa Street	Minor arterial linking Potrero Hill to the Bayfront and providing Freeway access.
Owens Street	Minor north-south arterial. UCSF campus service street. Link to I-280 exit south of Mariposa.
Seventh Street (& Seventh Street Connection)	Minor arterial linking Mission Bay to South of Market and downtown.
Terry Francois Boulevard	Bayfront scenic boulevard providing access to water-edge uses, Bayfront Open Space, and the Bay Trail.
<b>Collector Streets</b>	
Fourth Street	Local collector and bicycle commute street that serves as a connector to the South of Market District, UCSF, and the core of the Mission Bay South Neighborhood Commercial District
Illinois Street	Local collector south from Sixteenth Street.
<del>South Street</del> Warriors Way	Local collector south from Third Street to Terry Francois Boulevard.
<b>Neighborhood Streets</b>	
Fifth Street	Minor residential/neighborhood street with open space and segments for pedestrian use.
Mission Bay Commons	Couplet of neighborhood streets running east-west along the Mission Bay Commons from Owens Street to Terry Francois Boulevard.
Residential Streets	Minor streets in the residential district designed to be pedestrian-friendly and discourage through traffic.

## Street Hierarchy



Map 10

#### Parking

The number of off-street parking spaces required and/or allowed for uses within Mission Bay South shall be as prescribed in the table included herein. Parking calculations shall be based on the total aggregate anticipated square footage by structure (and in the case of the Event Center, total number of seats) rather than applied to any single tenant. When the calculation of off-street parking spaces results in a fractional number, it must be adjusted to the closest whole number of spaces.

- Parking for residential and retail uses shall be screened from view of pedestrians. (See guidelines for recommended methods).
- One secure bicycle parking space must be provided for every 20 vehicular parking spaces or fraction thereof.
- The entrance to any offsite parking facility shall not be more than 600' from the entrance to the building in which units are located. The existence of offsite parking facilities may be used to satisfy some portion of the parking requirements for a project on Blocks 29-32 that is approved to include an Event Center, provided that the entrance to any such offsite parking facility is located within 300' of an Event Center Project building entrance.
- Parking spaces provided for a project on Blocks 29-32 that is approved to include an Event Center may be shared among various users of Blocks 29-32 as determined by such users (for example, without limitation, parking spaces provided for daytime office use may be used by the Event Center on nights and weekends).
- Rooftop parking in residential and mixed-use areas shall be screened from views of above utilizing such methods as landscaping, trellises or structures.
- The required ratio of compact spaces to standard size spaces is 50%.
- The minimum size requirement for parking spaces is: compact = 127.5 s.f.; standard = 160 s.f.

Use	Number of Parking Spaces
Residential	Maximum of one space for each dwelling unit
Retail (Excepting specific uses addressed below)	<p>Maximum of one space for each 500 square feet of gross floor area up to 20,000 square feet, plus one space for each 250 square feet in excess of 20,000 square feet.</p> <p>For retail greater than 20,000 square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed.</p> <p>For retail greater than 50,000 gross square feet, a ratio could be established by the Redevelopment Agency based on development specific parking demand and not to exceed 10% greater than the limit stated herein.</p>
Restaurants, bars, clubs, pool hall, dance hall, or similar enterprise.	<p>Maximum of one space for each 200 square feet of gross floor area, where the occupied floor area exceeds 5,000 square feet.</p> <p>For these uses greater than 20,000 square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed.</p>
Commercial Industrial	One space for each 1,000 square feet of gross floor area shall be provided (maximum and minimum); except that two spaces for each 1,000 square feet of gross floor area shall be permitted for up to 1,734,000 feet of gross floor area of life sciences, biotechnology, biomedical, or similar research facility uses.*
Commercial Industrial Retail	Commercial Industrial uses subject to Commercial Industrial standards. Retail subject to applicable Retail standards.
Theater	Maximum of one space for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000 seats. The minimum amount of parking required is 75% of the maximum number of parking spaces allowed.
Hotel	Maximum of one space per 16 guest bedrooms.
Event Center	1 space per 50 seats

\* For purposes of this parking provision only, "life sciences, biotechnology, biomedical or similar research facility uses" shall refer to any structure occupied primarily for such use or uses, provided, however, that any structure occupied primarily for administrative functions shall be subject to the one space per 1,000 square feet of floor area standard.

Loading

Off-street loading spaces shall be provided per gross square feet of floor area as indicated in the following chart. Service and loading docks shall be screened from streets and adjacent uses. For multi-parcel developments, [including development on Blocks 29-32](#), loading spaces can be aggregated. A lower ratio may be established by the Redevelopment Agency based on a development-specific loading study.

- The dimensions of loading spaces shall be at least 10’ wide by 35’ long by 14’ high.
- Loading areas and all refuse storage and dumpsters shall be enclosed within structures and out of view from pedestrians areas.

Use	Spaces	Gross Floor Area
Commercial*	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000
Retail*	0	0 to 10,000
	1	10,001 to 60,000
	2	60,001 to 100,000
	3	Over 100,000 plus 1 for each additional 80,000
Residential	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000

\* [Including hotel use in the Blocks 29-30 Hotel Project for purposes of loading requirements only.](#)

Off-street tour bus loading for ~~the Hotel~~ [hotel use](#) shall be provided as follows:

Number of Hotel Rooms	Number of Loading Spaces
0 -200	0
201 - 350	1
351-500	2

The dimensions of each space shall be a minimum of 45 feet by 9 feet with a minimum clearance of 14 feet. Spaces for tour bus loading can be provided at adjacent curbs or immediate vicinity provided that they do not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation.

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## Signage

The following are general signage standards that apply to all development within the Plan Area. The Agency may require the submission of a uniform signage program in connection with an owner participation agreement. Signage will be reviewed by the Agency as part of the design review process.

- No billboards are permitted.
- No general advertising signs are permitted in the public right-of-way except as integrated in MUNI or DPW street furnishings.

### Residential Land Use District:

- Flashing signs, moving signs and roof signs are not permitted.
- Business signs are allowed for retail uses.
- No business signs are permitted above 1/2 of the base height of the building.

### Hotel Land Use District (Block 1):

- The hotel parcel is a triangle bounded by the Channel, Third Street and a new street linking Third Street to Fourth Street. Flashing signs, moving signs, and roof signs should not be directed towards the channel edge or the new street at the southern edge of the block.

### Commercial Industrial and Commercial Industrial/Retail Land Use Districts:

- Flashing signs, moving signs and roof signs are not permitted.
- Business signs are allowed.
- No business signs are permitted above 1/2 of the base height of the building, except in the following cases:
  - For signs placed along the western facade of buildings located west of Owens Street:
    - Signs may be placed up to a maximum of 80 feet in height of the building;
    - Signs are limited to 200 square feet in size per parcel; and
    - Signs placed above 1/2 of the base height of the building must be lowered to no more than 1/2 of the base height of the building within one year of the I-280 freeway being removed from its current location.
- A comprehensive signage program for an Event Center Project appears in the Mission Bay South Signage Master Plan (the “Event Center Sign Program”), which shall exclusively govern signs and displays on the Event Center Premises (as defined in the Event Center Sign Program); provided, however, that such signs and displays shall comply with applicable laws. In the event any element of the Event Center Sign Program conflicts with, or would be limited by any provisions of the above-described Design Standards for Signage in this Design for Development, the Event Center Sign Program shall control.

## IV. Design Guidelines

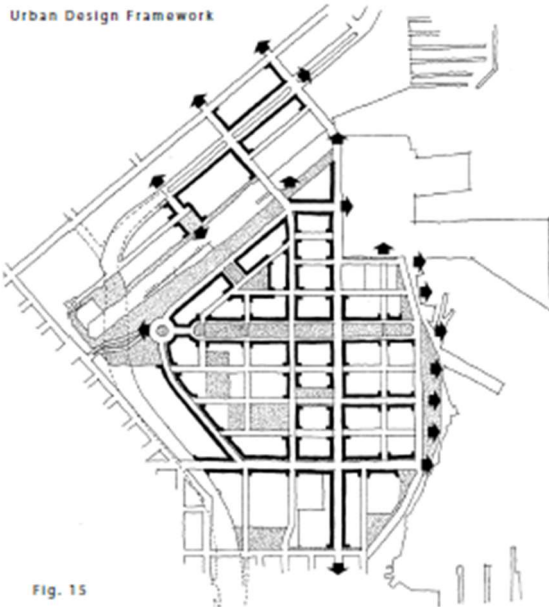


## Introduction

The Design Guidelines contained in this document provide design recommendations for both private and public design and construction consistent with the Redevelopment Plan.

A few key urban design concepts work together to provide a framework for all elements of future design and construction in the Plan Area. These concepts are reflected to the extent feasible in this Design for Development. First is an urban street grid which builds off of the primary existing streets and a traditional San Francisco pattern of Vara blocks, to allow for the transformation of an industrial pattern to one which welcomes the buildings and open spaces of a living/working/ shopping neighborhood. In the tradition of cities by the water, this same framework of streets serves as view corridors that visually connect Mission Bay to the Bay and the City's downtown. A network of varied open spaces located to take advantage of the area's distinctive natural features, sized to serve area needs, and linked visually and physically to invite intensive use is a third key urban design feature. Finally, the concept of interesting, urban scale buildings which establish a clear and consistent building edge along primary streets in both residential and commercial areas will complete a flexible urban design framework within which incremental development can occur to create a new City district.

Taken together, and as illustrated on the attached Urban Design Framework diagram, the pattern of streets, open space and buildings will bring an awareness of the Channel and the Bay front into all subdistricts of Mission Bay. It will open vistas to the City and region -- the downtown skyline, Twin Peaks, Buena Vista Park, Potrero Hill, the Embarcadero and the East Bay. And, it will showcase Mission Bay's own distinctive open spaces and new residential and commercial structures.



## A. Open Space Guidelines

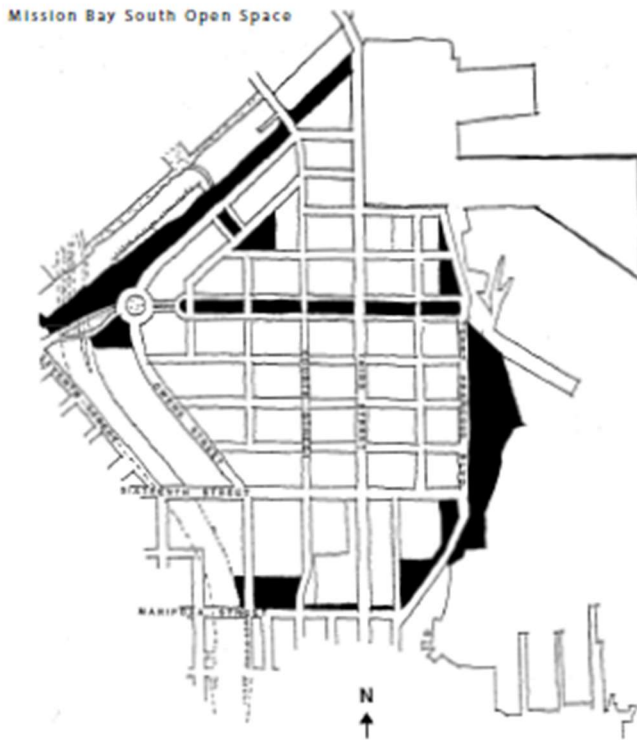


Fig. 16

The Mission Bay South open space system creates a linked system of parks, plazas, and play areas providing a variety of public amenities and spaces for passive and active recreation which are appropriate in their location and respond to adjacent uses.

The system is reinforced by its visual and physical connections to features and activities within Mission Bay South, ties into the minimum 8 acres of publicly accessible open space provided by UCSF within its campus, and integrates into the citywide distribution of public open space existing and proposed. Existing and proposed bicycle and pedestrian pathways connect the Mission Bay South Open Space and Street System with adjacent uses, surrounding neighborhoods, and the citywide network of bicycle and pedestrian routes.

It is anticipated that Mission Bay South open spaces will serve a wide range of constituents with a variety of active and passive uses. Open spaces will be designed to include essential accessory facilities, where appropriate, including bicycle parking areas and adequate lighting.

### Horticulture:

Existing soil and drainage conditions in Mission Bay are a result of the site's evolution from a bay marsh land to its present form over a period of more than fifty years and may affect successful development of proposed plant material. It is important that each parcel, as it is developed, be carefully evaluated for soil fertility and subsurface drainage quality and that the program of soil preparation, drainage and plant selection be adapted to these specific environmental conditions.

### Mission Creek Park - South Channel:

Develop the south side of the Channel (P1, P2, & P3), consistent with regulatory requirements, as a primarily green space with pedestrian pathways, children's play area, gardens, and water-oriented viewing and seating areas.

- Provide planting along Channel edge to elevation of mean low tide with vegetation compatible with each tidal zone.
- Provide reinforcement as required for bank stability and to prevent erosion, using natural materials and including vegetation where feasible.
- Remove existing concrete rip-rap and replace it with plantings from the top of bank to the water, consistent with stabilization requirements.
- Establish shoreline island and/or perch piling to support intertidal bird activity.
- Integrate design with existing Mission Creek Harbor Association, Inc. (MCHA) Park and required MCHA leasehold access and amenities.
- Continue public park between Fourth and Third Streets along the Channel, and include intertidal habitat where viable, recognizing intensive use from hotel patrons in character of landscape and use of paving materials.
- Incorporate boat storage and parking for Mission Creek Harbor.
- Integrate bike path for recreational uses.
- Develop majority of park as lawn to encourage informal recreation.
- Explore, as feasible, the development of a fresh water pond as a passive recreational opportunity and as a component of wildlife habitat, using storm/reclaimed water.

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## Public Open Space

### Mission Creek Park - Bank Treatment

- If pilings must be removed, they will be replaced, if permitted by regulatory agencies, in locations acceptable to the Mission Creek Conservancy. Alternative perching opportunities may be provided acceptable to all parties.
- Consider provision of additional piling and/or floats for roosting habitat.
- Develop an appropriate vegetation program for Mission Creek that recognizes the tidal vegetation ranges: low marsh, high marsh, transition zone, and upland vegetation.
- Pickleweed will be retained to the extent possible. If existing pickleweed is disturbed, it will be replaced from existing stock as feasible.
- Maintain and expand gently sloping banks in the intertidal area to encourage foraging shore birds.
- Design storm water outfalls to minimize scouring and erosion of mudflats.

### Owens Field:

Develop Owens Field (P7, P8, P9) to accommodate a variety of zones for active recreation such as a softball field, and in areas under the freeway, compatible recreation such as skateboarding, rollerblading and basketball.



### Triangle Square:

Develop the Triangle Square (P6) as a symbolic center for the community (similar to Sidney Walton Park where a central green space accommodates flexibility in programming and use), including uses for children and families and that invite daily and active use.

- Include features that symbolically establish a link to Mission Creek.



## Public Open Space

### Mission Bay Commons:

Design the Commons (P11, P12, P13, P15, P16, P17) as a focal point of activity similar to South Park and as a meeting ground between UCSF and Mission Bay neighborhoods.

- Reinforce views to the Bay, Buena Vista Park, and Twin Peaks from the deepest location of the Commons.
- Encourage diversity in activities and respond to surrounding land uses while providing an overall unified character.
- Develop the Commons as an inviting urban open space. Maintain design continuity and spatial definition from east to west using durable and vegetative materials and by maintaining a continuous pedestrian pathway and built edge of appropriate scale and character along its length.
- Encourage retail development on the ground floor of buildings fronting the Mission Bay Commons, between Third and Fourth Streets. Integrate small accessory concessions uses to be located in the Commons as determined feasible and appropriate.
- Allow appropriate hardscape areas to accommodate a variety of uses.



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## Public Open Space

### Bayfront Park:

Develop the park along the Bayfront, both within and adjacent to the project area, with a character predominantly defined by water-oriented activities and open flexible-use lawn areas which can accommodate a variety of passive, active and major recreation uses, such as soccer or other field related sports or informal performance areas, similar to Marina Green.

- Provide a focal point or significant design feature at the end of the Commons and integrate Commons with the design of the boat launch.
- Work with the Port to maintain essential waterfront access and integrate with Port destinations adjacent to the project area such as the existing Agua Vista Park.
- Encourage an accessory use such as a restaurant or a pavilion in areas under Port ownership with a recognition of the potential visual impact that this structure could have in the Bayfront Park and from Mission Bay streets.
- Provide pathways that link to city and regional pedestrian and bicycle trail systems, such as the continuation of the Bay Trail along the length of the eastern edge.
- Incorporate boat trailer parking.



## Public Open Space

### Mariposa Walk and Parks:

Design Mariposa Park (P26) and Mariposa Bayfront Park (P25) as green, active, flexible use parks connected by Mariposa Walk, providing an open space resource to surrounding neighborhoods including Potrero Hill and a landscaped connection to the Bay.

- Mariposa Park: Develop the Mariposa Park (P26) as a green flexible use community park, available as a junior soccer field.
- Mariposa Walk: Develop a 30' wide (20' publicly accessible building setback and 10' public sidewalk) pedestrian/bicycle connection from Potrero Hill to the Bayfront Park along the northern edge of Mariposa Street.
- Mariposa Bayfront Park: Provide a neighborhood open space at the waterfront edge of Mariposa Street for waterfront viewing, community activities, picnic benches and informal play areas.
- Design utility structures to include public amenities or public art to complement surrounding open space and to minimize impacts on waterfront areas.

### Pedestrian Bridge Over Channel:

To create a pedestrian link between neighborhoods, provide a pedestrian bridge for neighborhood use across the Channel (subject to regulatory approval and designed to ensure reasonable navigable access) in the vicinity of 5th Street effectively linking North and South of Channel and creating a pedestrian route from Fifth Street Square to Mission Creek Park, and on to Triangle Square, the Commons, and the Bay.

### Special Landscape Linkages:

Where specific sidewalks form essential linkages between and along public open space areas, consideration should be given to special landscape treatment to encourage use of these sidewalks. This might involve tree selection, additional plantings or special paving, and might be considered for linkages such as the Fifth Street extension from King Street in Mission Bay North to Triangle Square and the Commons, or for Fourth Street as an important link from Mariposa Walk to Mission Creek Park.



## Private Open Space

### Residential Open Space:

Private residential open space, as required by the Design Standards, may consist of open space for an individual unit or common usable open space shared by residents. The requirements can be satisfied in a number of ways and in a variety of areas such as:

- Individual unit open space: patios, terraces, or balconies adjacent to the unit.
- Common open space: mid-block lanes (provided they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, arcades, rooftop and parking podium level gardens, decks, solaria, and atria open to sun and air, open terraces or recreational facilities.
- Where feasible, the residential open space should maximize sunlight and be oriented to significant natural features such as the Channel and the Bay.
- Private open space, where feasible, should enhance public open space areas utilizing design features such as: views to private open space from sidewalks and parks, enhanced walkways and pedestrian linkages, and similar measures.



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### Rooftop Recreation/Community Structures:

For rooftop recreation/community structures as permitted in the design standards:

- The walls enclosing such structures are set back from the roof perimeter in such a way that they are not visible from the opposite sidewalk along the adjoining street.
- The walls enclosing such structures should be predominately transparent (clear glass or open).

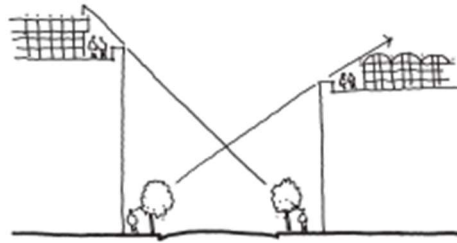


Fig. 17 Rooftop Community Structures



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## Public Open Space

## B. Residential Guidelines



## Street Frontage

### Mid-Block Walkways:

- Mid-block lanes should complement the primary street system, and shall be publicly accessible during daylight hours.
- To promote better pedestrian access and modulate the scale of development, additional mid-block lanes may be provided (in addition to these required on Blocks 12 & 13 as outlined in the Design Standards). These mid-block lanes may be for pedestrians only or may also provide vehicular access, additional building frontage, and on-street parking.

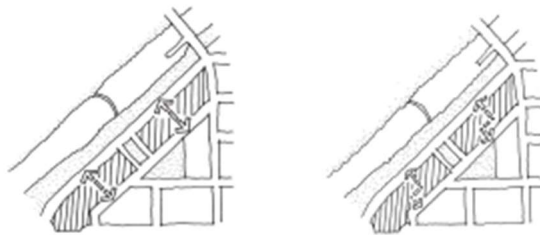


Fig. 19 Mid-Block Walkway Examples on Blocks 12 & 13

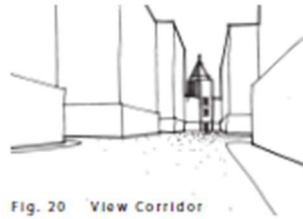


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## Street Frontage

### View Corridor

In a few locations in Mission Bay, view corridors may terminate in buildings rather than in vistas. These visual termination points are important architectural opportunities and should be designed in a manner that reflects their importance.



Street Frontage

Streetwall and Setbacks:

Residential buildings should be continuous at the property line on streets, except for occasional breaks in the streetwall for entry to a courtyard, building, or mid-block lanes.

- Other streets not specifically mentioned in the Design Standards are also encouraged to have continuous streetwalls.
- While mid-block lanes should also be designed to generally adhere to these guidelines, they may include more generous setbacks to create additional open space.
- Certain streets have mandatory setbacks from the property line and are identified in the section on Setbacks in the Design Standards. Streetwall guidelines should be observed at the boundary of these setbacks.



Fig. 21 Streetwall Setbacks

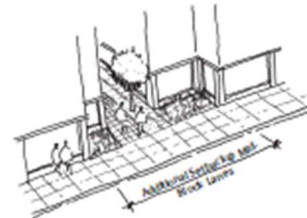


Fig. 22 Additional Setback for Mid-block Lanes





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## Street Frontage

### Pedestrian Scale:

At the ground level, the design and scale of building facades and sidewalks should enhance the pedestrian experience by being visually interesting, active, and comfortable.

- Neighborhood-serving retail, where feasible, is encouraged on the ground floor of residential buildings. Guidelines that specifically address neighborhood retail are discussed in the Retail Guidelines.
- Residential uses at or near street level enliven the pedestrian experience, as well as foster a sense of community and safety. Privacy issues for residents should be considered along with opportunities for direct access to the street.
- Buildings at street level should create pedestrian scale and interest by minimizing the use of blank walls and incorporating architectural and landscape features of interest and utility.
- (See following sub-section on Architectural Details for suggested design character for building bases at the street level.)
- Attention should be given to the choice of trees, sidewalk details, and street furniture in order to maintain pedestrian scale.  
(See section on Street Guidelines for specific recommendations on streetscape design.)



Street Frontage

Entries:

Frequent residential entries are encouraged to create the fine-grained, pedestrian-oriented streets that are characteristic of San Francisco neighborhoods.

- For larger buildings with shared entries, entry should be through prominent entry lobbies or central courtyards facing the street. From the street, these entries and courtyards can provide visual interest, orientation, and a sense of invitation.
- Provide multiple entries at street level where appropriate, if consistent with security and other concerns.
- Ground floor residential units are encouraged to have their principal entrance from the neighborhood streets where feasible.



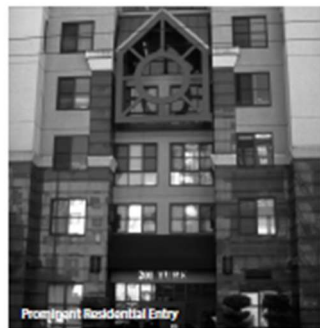
Fig. 24A Prominent Residential Entries



Fig. 23 Residential Entries



Fig. 24B Prominent Residential Entries



Prominent Residential Entry



Residential Entry from Street

## Building Height & Form

### Height Locations:

The predominant residential height zone in Mission Bay North allows buildings to a maximum of 65'. Mid-rise buildings up to 90' high and towers up to 160' may be constructed within a percentage of the developable area of each height zone as indicated in the Design Standards

- It is anticipated that within the residential areas of Mission Bay, there will be a range of building heights as is typical in high density San Francisco neighborhoods. Many of the developments will be around 50' tall, and developments along the Channel will have an average streetwall height of 50'. The height of residential buildings should generally step down to the Channel and the Bay.
- The placement of 160' tall buildings should mark significant areas and reinforce locations of more intense activity along King Street, Third Street, Fourth Street and Fifth Street (e.g. major intersections, transit stops, and gateways) and preserve, frame, and enhance views and view corridors. Their location should also be sensitive to the fact that seen together, these buildings will determine the skyline character of Mission Bay.
- Traditional development patterns in older San Francisco neighborhoods also provide a model for reference including three story buildings typically modulated at approximately 25' increments, four story buildings at 50'-100' increments, and taller buildings at approximately 100'.
- Towers directly along Channel Street should be oriented with the short facade facing the park.



Fig. 25 Vertical Articulation

## Building Height & Form

### Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Locate taller buildings in clusters so as to establish a distinctive and memorable skyline which reinforces activity and density patterns in Mission Bay.
- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Recognizing the views of the site from the north, variety in building heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.
- Towers should be expressed as vertical elements. If a tower element is adjacent to a mid-rise element, the tower should be distinguished visually. Methods to consider for such tower articulation include setbacks or other design treatments (such as a vertical “notch”) that set the tower apart visually.

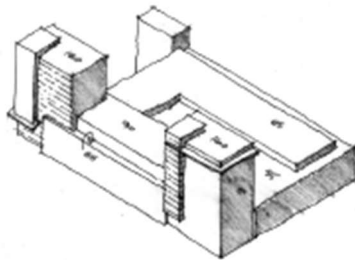


Fig. 26 Tower Articulation: stepback

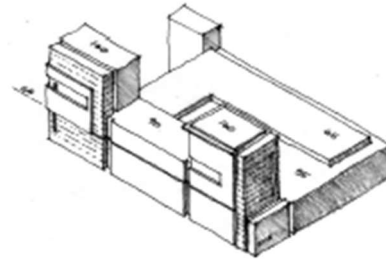


Fig. 27 Tower Articulation: "notch"

## Building Height & Form

### Building Base:

For pedestrians, the character of the building base is particularly important in establishing a comfortable scale and environment.

- Variety at street level for pedestrian scale can be achieved through the use of design features such as stairs, stoops, porches, bay windows, rusticated materials and landscaping.

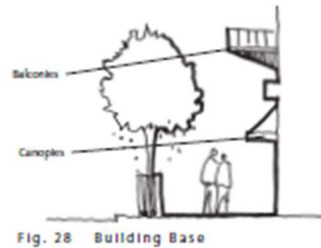


Fig. 28 Building Base

- In the case of taller buildings, setbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

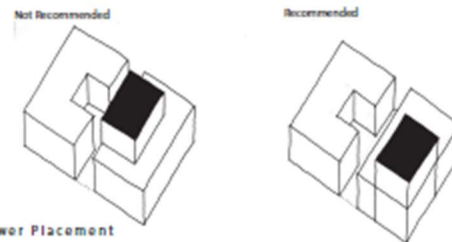


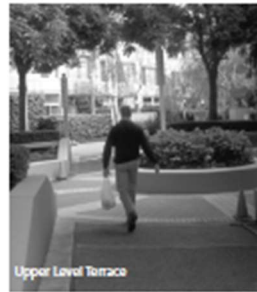
Fig. 29 Tower Placement

## Building Height & Form

### Roofscape:

Recognizing that Mission Bay South building roofs may be visible from higher surrounding locations, they should be designed consistent with the architecture of the building.

- Roofs should be visually interesting and should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.
- Upper level terraces on residential buildings, particularly on the roof of parking podiums, are encouraged, and if improved, may qualify as required private open space.



Architectural Details

Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window reveals and forms, color, and location of garage and residential entries, as appropriate to each site can create shadows and texture and add to the character of a building.

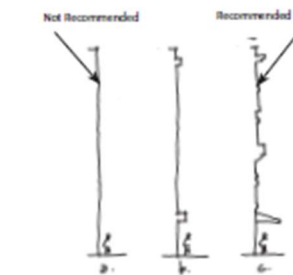


Fig. 30 Architectural Details Create Visual Interest



## Architectural Details

- As is common in San Francisco Neighborhoods, building variety on a block is desired while maintaining a consistent street frontage.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks, and other articulating features.

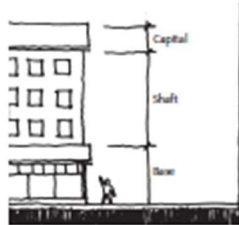


Fig. 31 Base, Shaft, Capital  
- A Typical San Francisco Building Pattern



### Color and Materials:

Extreme contrasts in materials, colors, shapes and other characteristics which will cause buildings to stand out in excess of their public importance should be avoided.

- Taller buildings should avoid dark tones thereby reinforcing the visual unity and special character of the City.



## Architectural Details

### Corner Zone:

Each street corner site in the Plan Area offers an opportunity to maximize views and sunlight exposure. To realize this advantage and encourage architectural variety, each corner should hold the street wall by building to the street face for a minimum distance of 50' as outlined in the Design Standards.

- Corner buildings should be given special architectural treatment to make them stand out from the building pattern along the rest of the block.

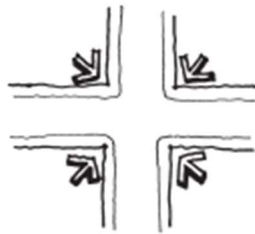


Fig. 32 Build to Corner



Fig. 33 Mark Corners



Fig. 34 Corner Pass Throughs



Prominent Corner

## C. Commercial Industrial Guidelines

## C. COMMERCIAL INDUSTRIAL GUIDELINES



Fig. 35 Mission Bay South Commercial Industrial

The following guidelines refer to uses such as office, research and development, light industrial, general commercial and retail uses in areas designated Commercial Industrial and Commercial Industrial Retail in the Plan Area. It is anticipated that these commercial uses will complement the planned UCSF research campus and will contribute to the mixed-use vibrancy of the Mission Bay community. The guidelines encourage an active and visually interesting pedestrian environment and building placement and character that will give the commercial areas a distinctive identity and one that will complement the overall visual perception of Mission Bay.

**Block Development****View Corridors:**

View corridors are defined by the Mission Bay street grid. No building, or portion thereof, shall block a view corridor established by that grid of streets and dedicated right-of-ways.

- The view corridors serve primarily to retain views to the Bay, the Channel, and the downtown skyline, and to reinforce visual linkages between the UCSF campus and surrounding development.
- In a few locations in Mission Bay (e.g. near the Freeway and on Blocks 29-32 to accommodate an Event Center Project), view corridors may terminate in buildings rather than in vistas. These visual termination points are important architectural opportunities and should be designed in a matter that reflects their importance. The building design of an Event Center and its accessory structures should terminate these vistas and internal circulation and complement publicly-accessible pedestrian routes with functional and attractive responses to the public realm. Transparent façades and/or layered views to development beyond the property line, and in particular to dramatic views of the Event Center Building and its accessory structures, should be prioritized.



Fig. 36 View to Bay



Fig. 37 View to City

## Block Development

### Open Spaces:

Encourage the development of publicly-accessible open spaces at ground level. Where feasible, design these open spaces in relation to local serving retail such as cafes and to the public open space network.

- Public right-of-ways in the Commercial Industrial area that are not needed for vehicular access should be considered for open space and pedestrian uses.



### Pedestrian Walkways:

Walkways are encouraged to enhance the pedestrian experience in the Commercial Industrial area.

- Walkways to mid-block open spaces or courtyards are encouraged.
- In the large blocks between 16th and Mariposa Streets, and along the freeway, mid-block pedestrian and/or service-only or parking access lanes are encouraged in the east-west direction to provide needed access and reduce the scale of these blocks.



## Block Development

### Streetwall:

Commercial areas in San Francisco are noted for streets with buildings at the property line where there is little or no space between buildings. This historical pattern of development gives San Francisco its intense urban quality and should be a model for Mission Bay development. Commercial Industrial buildings should be continuous at the property line on streets, except for occasional breaks in the streetwall.

- Setbacks up to 10' from the property line are allowed within a continuous streetwall.
- Variations from the streetwall are allowed to create open space, pedestrian circulation space, mid-block lanes, and landscaping areas. However, open spaces should not be so frequent or close together that they undermine the sense of a continuous streetwall.
- Other streets not specifically mentioned in the Design Standards are also encouraged to have continuous street walls.
- Buildings along Terry Francois Boulevard are encouraged to provide variety within the streetwall and visual relief for the Bayfront Park. This streetwall variety may include techniques such as surface articulation, variation of planes, wall surfaces, and heights, differences in materials and colors, as well as the placement of stepbacks, courtyards, plazas, and other features.



Fig. 39 Building Variety on Terry Francois Blvd.

## Street Frontage

### Streetwall Height:

Within high density commercial areas of San Francisco such as downtown and south of Market, a typical ratio of street width to streetwall height is approximately 1:1.25.

- The building-street relationship in Mission Bay Commercial Industrial areas should reflect this city pattern.

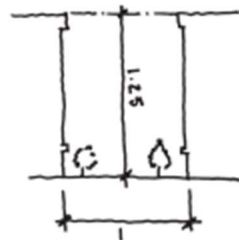


Fig. 40 Streetwall Height



### Pedestrian Scale:

Office and other commercial buildings are encouraged to be active and to incorporate visually interesting details and/or decoration into the design of the building base.

(See subsection on Architectural Details for specific guidelines towards creating visual interest and variety.)

- Where a substantial length of windowless wall is found to be unavoidable, a contrast in wall treatment, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality, thereby eliminating blank walls.

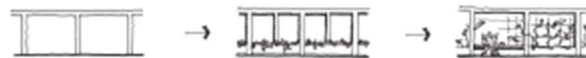


Fig. 41 Pedestrian Scale on Blank Walls

### Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment, curb cuts for parking and service uses are strongly discouraged along Third Street.

## Street Frontage

### Height Locations:

The predominant commercial height zone in Mission Bay allows buildings to a maximum of 90' high. Buildings up to 160' high may be constructed within a percentage of the developable area of each height zone as indicated in the Design Standards.

- The placement of buildings up to 160' tall should mark significant areas along Third Street, Sixteenth Street, and the Freeway (e.g. major intersections, transit stops, and gateways), reinforce major destinations and elements within Mission Bay, and preserve, frame and enhance views and view corridors.

### Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Tall building locations should also be selected with a recognition that taller buildings in particular, when seen together, will create the skyline character of Mission Bay South.
- Locate taller buildings in clusters so as to establish a distinctive and memorable skyline which reinforces activity and density patterns in Mission Bay South.
- Recognizing the views of Mission Bay from surrounding areas, variety in buildings heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.
- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Where tall buildings are constructed as civic amenities and symbolic spaces, unusual shapes and iconic architecture are encouraged to emphasize public significance within the urban form of the existing skyline.



**Building Height & Form****Freeway Zone:**

Mission Bay buildings near to the 280 Freeway (Height Zone HZ-7) should take into account their importance in establishing a design character for the area, as seen from surrounding neighborhoods and from a highly traveled regional access route, and in contributing to a dramatic and attractive arrival sequence for the City of San Francisco. Issues of building placement, massing, facade materials and height are all important in this consideration.

- Separation and Placement of Towers - Taller buildings, above the typical 90' base in this district, should be separated by a distance of 200' and should be oriented perpendicular to Owens Street wherever possible.
- Lower Elements at Freeway Frontage - Lower portions of the buildings on each parcel should be oriented to give variety to the area views and "breathing space" for motorists. Along 60% of the freeway frontage of each parcel and for a depth of 100' from the freeway, buildings should hold to a maximum height, including any projection above the building height, equal to the average height of that portion of the freeway adjacent to the parcel. The freeway height should be measured to the top of the edge barriers. Due to its unusual configuration and limited developable area, within parcel 40 the above guideline applies only to the special height area defined on the Height Zone Map.
- Open Space/Panorama - In the northern portion of Height Zone HZ-7, parcel 43 has particular restrictions designed to preserve a portion of the downtown panorama. On parcel 43, in addition to the freeway edge, all portions of buildings within the special height area adjacent to Owens Field, as defined on the Height Zone Map, are limited to a height, including any projection above the building height, equal to the average height of the freeway barriers adjacent to the parcel with the exception of a maximum 90' base building and/or tower located toward the southeast corner of the parcel, which is outside of the special height area.
- Any tower, i.e., portion of a building above 90 feet, to be constructed on Block 40 should be sited and shaped in a way to retain the broad view to downtown from the Interstate 280 freeway, to the greatest extent feasible. The viewpoint is defined as being from the northbound lanes of the Interstate 280 freeway, extending north from the point where the freeway crosses under Eighteenth Street to a point 100 feet north of Mariposa Street.

**Building Height & Form**

- Building Design - Recognizing their prominent location, buildings along the freeway should be visually interesting, articulated, and generally light in tone, and should avoid the use of reflective glass. Careful consideration should be given to the visual experience of residents in surrounding areas and users of the adjacent freeway.

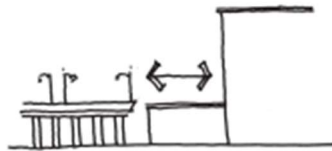


Fig. 42 Lower Elements at Building Frontage



Fig. 43 Open Space/Panorama

**Building Base:**

For pedestrians, the character of the building base is important in establishing a comfort-able scale and environment and should be designed to achieve this. (See the following subsection on Architectural Details for specific recommendations.)

- Variety at street level for pedestrian scale can be achieved through the use of design features such as stairs, entries, expressed structural elements, arcades, projections, rusticated materials, and landscaping.
- In the case of taller buildings, setbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

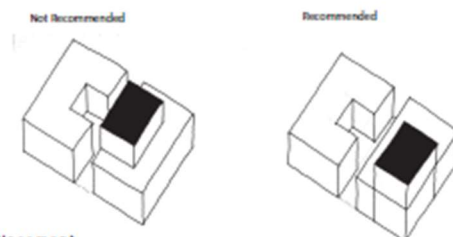


Fig. 44 Tower Placement

## Building Height & Form

### Roofscape:

Recognizing that Mission Bay building roofs may be visible from higher surrounding locations, they should be designed consistent with the distinctive architecture of the building.

- Roofs should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.



Fig. 45 Screen Mechanical Equipment

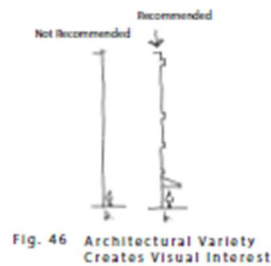


## Building Height & Form

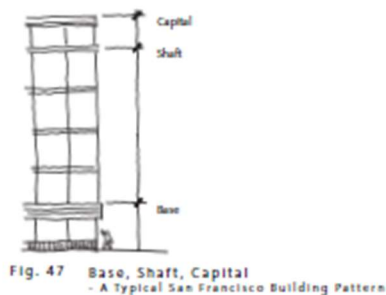
### Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details and devices such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window forms, and location of garage entries, as appropriate to each site can create shadows and texture and add to the character of a building.



- Variety in building heights is encouraged to promote visual interest and modulate the scale of development, especially along the Bayfront. Strong horizontal and vertical elements also serve to modulate the scale of development and create interesting streetscapes for pedestrians.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks and other articulating design features.
- Buildings along the Bayfront Park should avoid homogeneous and unrelieved facades.



**Architectural Details**

Extreme bulk and massive appearance of facades should be reduced. These efforts may include variation of planes and wall surfaces, fenestration, height variation, and differences in materials or colors and surface articulations.

**Color and Materials:**

Extreme contrasts in materials, colors, shapes and other characteristics which will cause buildings to stand out in excess of their public importance should be avoided.

- As consistent with the general visual character of the City, buildings should be light in tone, particularly if they are highly visible on the skyline.

## D. Retail Guidelines

Retail guidelines refer to the range of retail and mixed-use development that is anticipated throughout the Plan Area development. Much like other neighborhoods in San Francisco, Mission Bay South will have a wide variety of retail services for its residents, workers, and visitors including shops that serve the needs of residents, stores that attract residents from throughout the City, and retail/entertainment that is a regional destination. The goal of the guidelines is to integrate the retail development with the anticipated residential and commercial uses making Mission Bay South a vibrant and inviting mixed-use neighborhood.

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#### NEIGHBORHOOD-SERVING RETAIL\*

The following guidelines refer to neighborhood retail uses in residential and commercial areas throughout the Mission Bay South area. The guidelines are directed at integrating neighborhood retail activities into neighborhoods as is typical throughout San Francisco.

\* Referred to as “local-serving retail” in the Redevelopment Plan.



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## Street Frontage

### Neighborhood Retail Locations:

Neighborhood retail uses are permitted throughout the Mission Bay South area, and are encouraged near major intersections, open spaces, and at transit stops.

- In the Plan Area, neighborhood retail uses are primarily encouraged on Third Street near light rail stops along 4th Street and along the Commons.



Fig. 49 Neighborhood Retail

### Pedestrian Scale:

In neighborhood retail areas, street level frontage should be primarily devoted to entrances, shop windows, or other displays.

- Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Where a substantial length of windowless wall is found to be unavoidable, eye-level displays, a contrast in wall treatment, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality.
- Buildings at street level might also create pedestrian scale and interest by minimizing blank walls and incorporating architectural features of interest and utility. (See following sub-section on Architectural Details for suggested design character for building bases at the street level.)

## Street Frontage

### Setbacks:

In order to maintain a continuous block facade line, building setbacks beyond the 5' allowed are discouraged for neighborhood retail.

- Outdoor features and activities such as arcades, sidewalk cafes and walk-up windows may be accommodated by recessing the ground story.



### Corner Stores:

The typical San Francisco pattern of corner store entrances and corner bay windows is encouraged in neighborhood retail districts.

- Other traditional elements of San Francisco corner stores, such as raised corner parapets and free-standing corner columns should also be considered.



Fig. 50 Corner Store

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## Street Frontage

### Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment, curb cuts for parking and service uses are strongly discouraged within neighborhood retail frontages.

### Facades:

Neighborhood retail facades should be compatible with the proportions and design features of the residential and commercial facades above and the facades of adjacent buildings.

- Architectural detailing is encouraged to create visual variety and maintain pedestrian scale.

---

## CITY-SERVING RETAIL USES WITHIN COMMERCIAL INDUSTRIAL LAND USE

The following guidelines refer to city-serving retail uses in commercial areas in parcels 29, 30, 31, 32, 36, 37, X3, and X4 in Mission Bay South. City-serving refers to retail uses offering goods and services to a population greater than the immediate neighborhood. The guidelines are directed at integrating such retail activities into the fabric of Mission Bay and minimizing impacts they have on the adjacent residential neighborhoods.

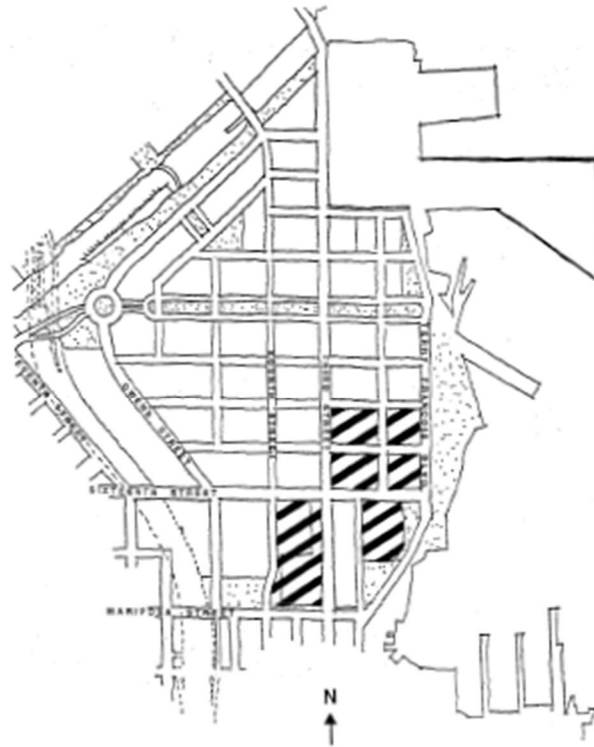


Fig. 51 City-Serving Retail Locations

## Street Frontage

### Pedestrian Scale:

Large-scale city-serving retail developments should attempt to maintain an inviting pedestrian experience on the street. Street level frontage, where feasible, should be primarily devoted to entrances, shop windows, displays, or other visually interesting features.

- Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Buildings at street level might also create pedestrian scale and interest by eliminating blank walls and incorporating architectural features of interest and utility such as a contrast in wall treatment and/or landscaping.
- In city-serving retail, streetscapes are particularly important in maintaining pedestrian scale. Attention should be given to elements that enhance the pedestrian experience such as landscaping, sidewalk details, hardscape areas, street furniture. (See section on Street Guidelines for specific recommendations on streetscape design.)

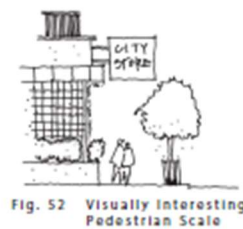


Fig. 52 Visually Interesting Pedestrian Scale

An attempt should be made to maintain a continuous block facade line consistent with block development throughout Mission Bay.

- Where feasible, the buildings should be sited at the property line on Third Street.
- On Mariposa Street, the required 20 feet setback from the property line will establish the Mariposa streetwall edge. Buildings should be sited at this streetwall line where ever feasible. Exceptions for outdoor activities such as arcades, sidewalk cafes and walk-up windows may be accommodated by recessing the ground story.
- An attempt should be made to orient parking areas away from Third and Mariposa Streets.

---

## Street Frontage

### Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment in City Serving Retail areas, curb cuts for parking and service uses are strongly discouraged along Third Street.

- One area where a curb cut or the addition of a mid-block access road or pedestrian Street may be considered is the long block from 16th Street south to Mariposa.

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## Street Frontage

## E. Hotel Guidelines



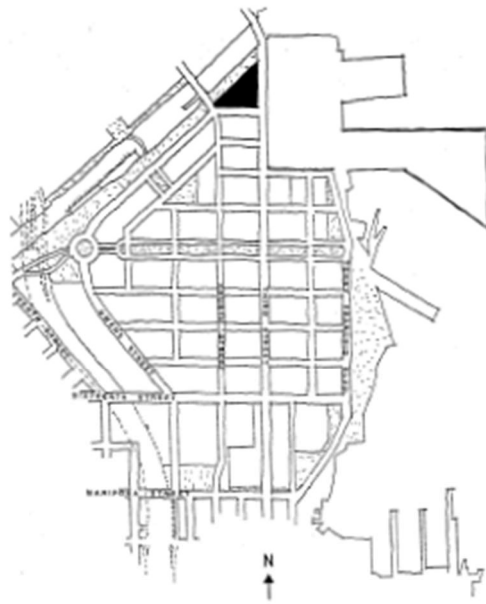


Fig. 53 Mission Bay South Hotel

The following guidelines are directed at integrating the planned hotel development on Block 1 in the Plan Area with the quality and character of the overall Mission Bay development. It is expected that this block will include a ~~500 room~~ 500-room hotel with retail/entertainment, restaurants, and conferencing facilities.

## Public Open Space

### Open Space:

Hotel development along Mission Creek Park should be sensitive in scale to the adjacent open space and should locate active uses along the Channel that complement the character and quality of the space.



Fig. 54 Open Space with Adjacent Active Uses



Fig. 55 Open Space with Adjacent Retail Frontage

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## Street Frontage

### Pedestrian Scale:

Buildings at the street level and along Mission Creek Park should be active, interesting, and pedestrian-friendly.

- Variety and interest may be achieved by using significant transparency of built forms, vertical modulations, and street level activities.
- Where feasible, orient public functions such as restaurants, retail, and lobby areas to public streets and public areas on Mission Creek.
- In retail areas, clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Where a substantial length of windowless wall is found to be unavoidable, eye-level displays, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality.

### Streetwall:

In order to maintain a continuous block facade line, building setbacks are discouraged along principal streets, with the exception of drop-off areas.

---

## Building Height & Form

### Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Recognizing the views of the site from the north, variety in building heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.

### Building Base:

For pedestrians, the character of the building base is important in establishing a comfortable scale and environment and should be designed to achieve this.

(See the following sub-section on Architectural Details for specific recommendations.)

- In the case of taller buildings, setbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

### Roofscape:

Recognizing that Mission Bay South building roofs may be visible from higher surrounding locations, they should be designed as an integral element of the building.

- Roofs should be visually interesting and should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.
- Usable roof terraces on building bases should be considered for gardens, restaurants, pools and other such amenities.

## Architectural Details

### Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window forms, and location of garage entries, as appropriate can create shadows and texture and add to the character of a building.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks and other articulating design features.



Fig. 56 Base, Shaft, Capital  
- A Typical San Francisco Building Pattern

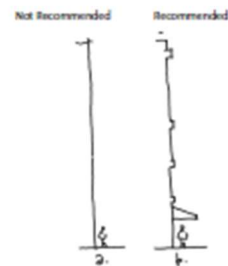


Fig. 57 Architectural Variety Creates Visual Interest

### Color and Materials:

Consider materials that relate to surrounding existing buildings and the ballpark.

- Taller buildings should avoid dark tones thereby reinforcing the visual unity and special character of the City.

## F. Parking Guidelines

Parking guidelines are for parking facilities throughout the Plan Area, including integrated and free-standing structures. It is anticipated that a most all of the parking will be provided above grade. The guidelines are directed at ensuring that parking facilities are well integrated into the scale and character of Mission Bay neighborhoods.

## Street Frontage

### Residential Sidewalk Edge:

Parking for residential uses may be buffered at grade by street-oriented uses such as housing units with street access, retail uses, residential entrance lobbies and foyers, parking podium access stairs and elevators, common areas, community facilities, or landscaping.

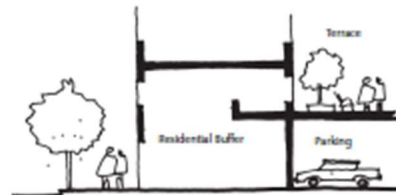


Fig. 58 Residential Buffer for Parking



- Parking frontage should be predominately an active use as described above.
- Where parking adjacent to the sidewalk cannot be avoided (e.g. where perimeter housing or retail are not feasible or desirable), the building base along the parking frontage should be designed with attention to detail compatible with adjacent buildings.
- Openings to parking areas other than garage doors should be limited to those required in the San Francisco Building Code for ventilation. Openings should be well above or below eye level and should be covered with visually attractive screening to minimize the parking and its lighting from being seen from the street.



Fig. 59 Landscaping Buffer for Parking



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## Street Frontage

- Residential garage entries should have doors that are visually opaque and attractively designed.
- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.

### Commercial Industrial Sidewalk Edge:

Parking for commercial industrial uses may be buffered at grade by street oriented uses such as retail, building entrance lobbies, common areas such as cafeterias, business service uses, or landscaping with the objective of eliminating blank walls.

- Where parking adjacent to the sidewalk cannot be avoided (e.g. where entrance lobbies or retail are not feasible or desirable), the building base along the parking frontage should be designed with attention to detail compatible with adjacent buildings.
- Openings to parking areas other than garage doors should be limited to those required in the San Francisco Building Code for natural ventilation. Openings should be well above or below eye level and should be covered with visually attractive screening to minimize the parking and its lighting from being seen from the street.
- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.

### Automobile Access to Parking:

Avoid breaking up the continuity of the retail frontage on streets throughout Mission Bay South. Access to parking for commercial and residential uses is discouraged on Third and Fourth Streets.

- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.
- On Third and Fourth Streets, south of 16th Street, a limited number of curb cuts for access to parking may be allowed.

## Street Frontage

### Pedestrian Access:

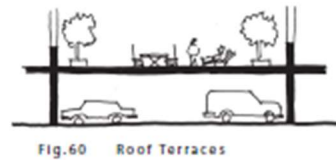
Where feasible, the design of parking structures should promote the use of public side-walks and mid-block connections for access to dwelling units from parking structures.

- Pathways and stairways linking parking structures to buildings (in addition to public walkway areas) should be interesting, well-lighted and secure.
- Landscaping, enriched paving materials and trellises can be used to improve the pedestrian experience.
- Access directly from parking to lobby or residential units should be avoided.



### Parking Podium Roofs:

The roofs of residential parking podiums should be attractively finished in landscaping, walking surfaces, or recreational uses where feasible.



---

## Street Frontage

### Lighting:

Design lighting for vehicular and personal safety. Minimize dark areas, nooks, and other areas without clear sightlines.

- Light spillage from fixtures should be controlled to avoid conflicts with surrounding uses.
- Control impacts from vehicle headlights in parking garages on surrounding areas..

### Entries:

Both on-site and street-side entries for vehicles and pedestrians should receive careful design treatment in keeping with the image quality they convey and the intense level of use they will receive.

- Stairs and elevator lobbies should be conveniently located, visually accessible from the building entry, well lit, and secure.



### Shared Parking:

Parking structures are allowed in all areas. Parking structures should be designed with a similar degree of care as the buildings they serve.

- Where feasible, include active uses or landscaping such as retail on the ground floor of satellite parking structures.



### Architectural Character:

Parking garages should be compatible in color and materials with adjacent buildings and the development pattern in Mission Bay.

- For visual and security reasons, avoid solid wall surfaces at the street level where feasible. Where retail uses are not feasible, break up massing of large walls using design features such as changes of plane, textural changes, landscaping, and a visually pleasing pattern of solid and void.
- Setbacks from the property line are permitted to accommodate landscaping and other buffer features subject to design review. These features might include climbing vines, trellises, trees or similar landscape elements.



Fig. 61 Texture Solid Walls



### Loading Access:

Loading facilities (and outdoor refuse storage and dumpsters) should be located away from major pedestrian routes and intersections and shared with residential parking entrances where feasible.

- Entrances to loading facilities should be minimized in size and be designed with visual buffers, where feasible.

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## Street Frontage

# G. Street Guidelines

Key Streets

4th Street:

A neighborhood commercial street with consistent pedestrian-scale retail frontages and wider sidewalks, where feasible. The street should be designed as a bicycle and pedestrian connection through the area, including UCSF. Vehicular circulation south of Mariposa should be discouraged with traffic calming and other control devices that do not negatively impact pedestrian or bicycle connections.



Fig. 62

3rd Street

A mixed-use transit street with a strong urban definition marked by concentrations of taller buildings and active uses at key locations.

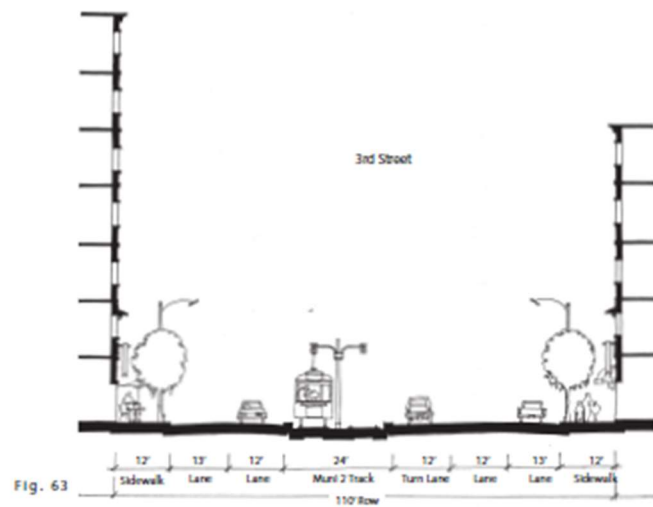
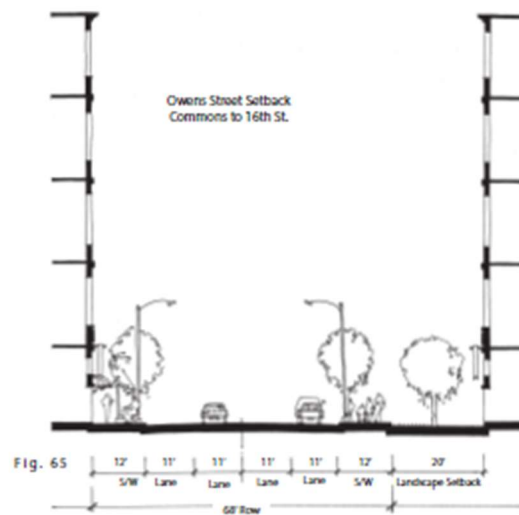
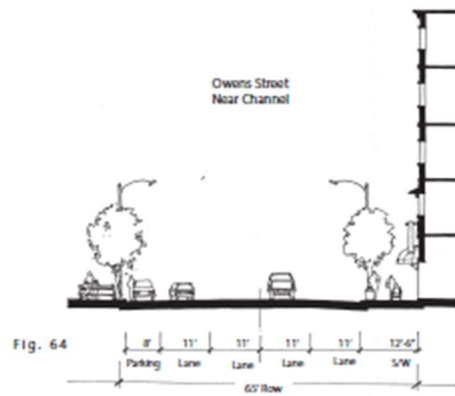


Fig. 63

Key Streets

Owens Street:

A boulevard street with landscaping and pedestrian paths, bikeways, adjacent and connected interior block open spaces, and an urban character defined by consistent building frontages and buildings. Owens Street will provide important access to the Commons and to the Seventh Street connector road.

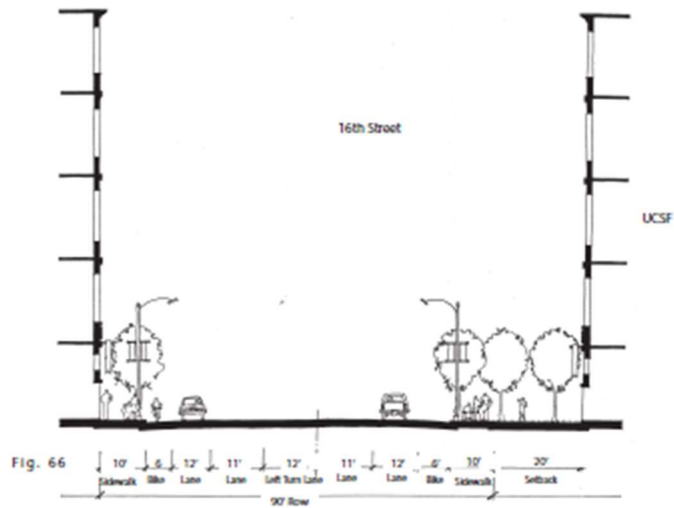




## Key Streets

### 16th Street:

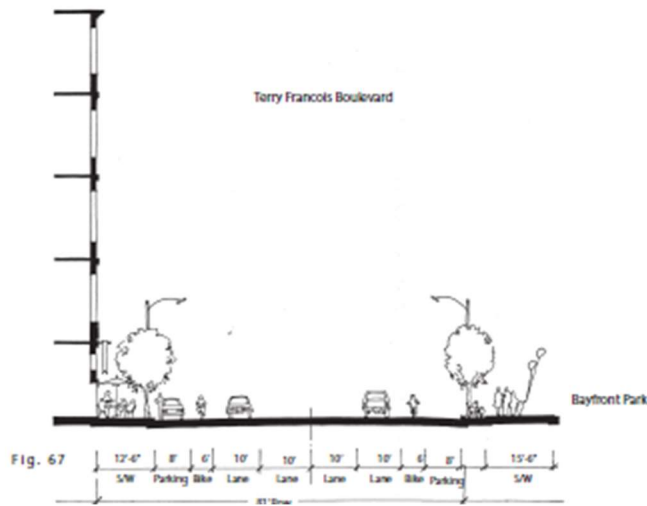
An important landscaped street linking Mission Bay to Potrero Hill and other areas in the City. The street should be designed to reinforce this linkage with bike lanes, preservation of the view corridor, and a built urban edge.



Key Streets

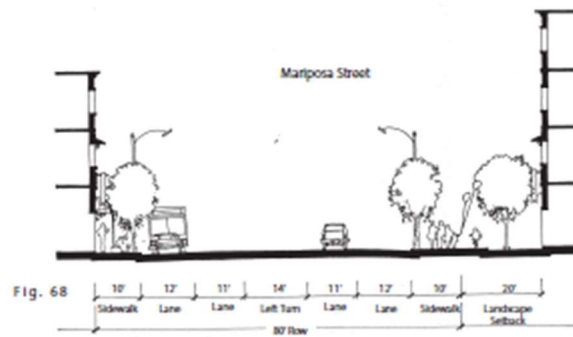
Terry Francois Boulevard:

A waterfront boulevard linking Mission Bay to the Bayfront Park and the Port properties and encouraging regional use by bicyclists and pedestrians.



Mariposa Street:

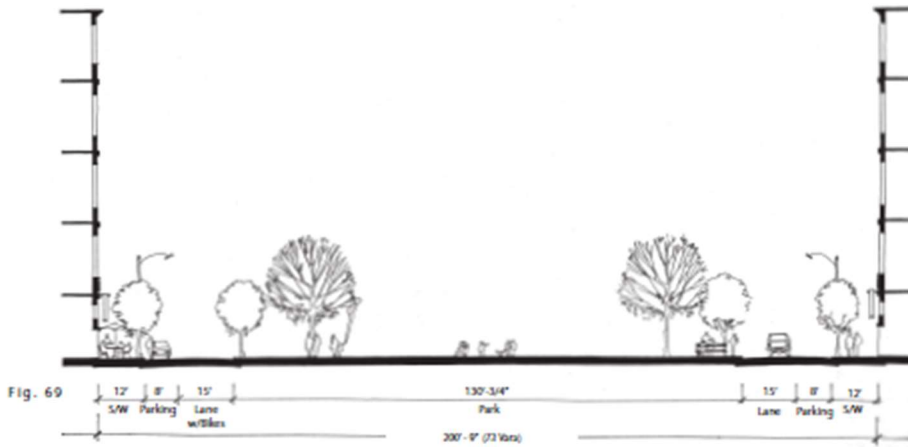
An important landscaped street between Potrero Hill and, Interstate 280 and the Bay. Includes pedestrian and bicycle paths.



## Key Streets

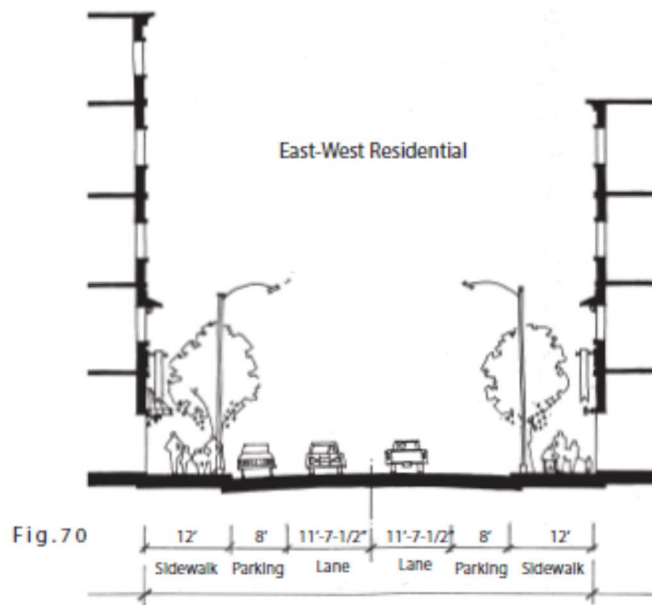
Mission Bay Boulevard:

Elegant Urban Boulevard with narrow street areas and grand central open space connecting the Bay with points west.



Neighborhood Streets

Narrower, more intimate streets in residential areas with reduced vehicular traffic and lower building heights.

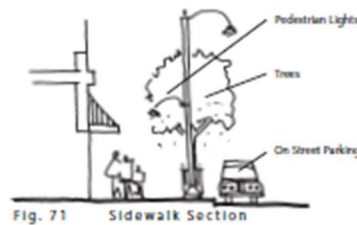


The design of the streetscape is an essential element that will determine the public character and pedestrian quality of the Mission Bay neighborhood. Streetscapes should be designed to create an attractive and pleasant walking environment, minimize pedestrian obstructions, promote pedestrian safety, and unify sidewalk details. The Agency may require the submission of a uniform streetscape program in connection with an owner participation agreement. Streetscape design will be reviewed by the Agency as part of the design review process.

### Sidewalk Furniture:

Seek to create a distinctive and consistent streetscape character for the Plan Area through the development of a cohesive design vocabulary for planting, paving, street furnishings, utilities, signage and lighting.

- Street furniture designs should address newsracks, trashcans, benches, light standards, utility covers, tree grates, kiosks, city bus shelters and bollards, as appropriate to special street character. Street furniture should be sited to ensure that a minimum of 6' clear through path of travel exists on the sidewalk at all times.



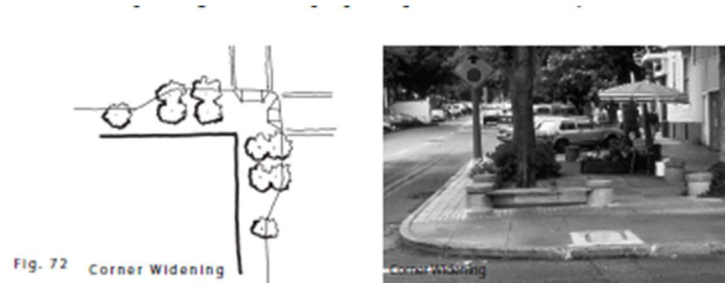
- Sidewalk cafes, planters, benches, public art and other pedestrian-oriented details installed by individual property owners are encouraged within the guidelines established by the Department of Public Works.
- Sidewalk utility boxes, such as transformer vaults, should be placed underground integrated into building walls, or integrated into the overall street furniture program. Free-standing utility boxes, independent of the comprehensive Mission Bay Street Infrastructure Plan are not permitted. Above-ground media boxes within the 16th Street sidewalk frontage of Blocks 29-32 shall be permitted, subject to obtaining City-required minor encroachment permits.

## Streetscape

### Corner Widenings on Residential Streets:

Wherever appropriate, sidewalks should be widened at corners to provide more space for pedestrians and reduce the crosswalk distance.

- Consistent with the Mission Bay South Infrastructure Plan, corner widenings are especially encouraged on the residential neighborhood streets as a means of creating slower, safer streets, and providing more landscaped public space for the community.



### On Street Parking:

Parking is encouraged on Mission Bay streets, where appropriate, as a means of buffering pedestrians from vehicular traffic and for providing short term parking for adjacent retail and commercial uses.

### Lighting:

Appropriate lighting is essential for maintaining pedestrian safety throughout Mission Bay.

- Pedestrian-oriented lighting attachments are encouraged on all lighting standards, especially residential and retail streets..
- Property owners should install sidewalk lighting as appropriate, consistent with overall streetscape design.

### Horticulture:

Tree species should be selected which will perform well within the specific environmental conditions of each parcel including, but not limited to, wind exposure, soil and sub-surface drainage and solar orientation.

- Provide planting pockets with sufficient space and depth for the root ball (typically twice the size of the root ball). Backfill planting pockets with a good, horticultural quality soil.
- Ensure appropriate irrigation and underdrainage for each street tree.

### Design:

Locate street trees at consistent intervals and at adequate spacing which responsibly address the issues of site context including, but not limited to, the dimensions of the roadway and parking lanes, the width of the sidewalk, and the heights of adjacent buildings.

- Consider and reflect the physical characteristics and growth habit of the tree species selected. It is recommended that trees be selected and maintained so that at maturity, they will be a dominant feature in the streetscape.
- Locate trees away from buildings to allow for full canopy development. Space and protect trees as necessary to prevent damage from parking cars. Investigate locating trees in the parking lanes by creating a widened sidewalk or using bollards.
- Street trees should be generally no further apart than 30', nor closer than 20' on center.
- Develop spatial continuity, define character and establish a locational identity for each street. It is recommended that one tree species be selected for planting along each street, thereby affording a visual identity and spatial coherence to each street.
- Recognize that planting of adjacent parks or open spaces may impact the configuration of street tree planting.

### Infrastructure:

Placements of utilities shall be coordinated with proposed configurations and spacing of street trees to minimize any detrimental effects on street trees.

- Utility lines and conduits should be placed sufficiently inboard towards the street from the centerline of the trunks of trees.
- Lateral utility lines and conduits should be placed sufficiently distant from the centerline of the trunks of street trees.

# Streetscape

# V.CAC Design Objectives



The general objectives listing below were developed by the Mission Bay Citizens' Advisory Committee (CAC). These objectives were considered in the preparation of these Design Standards, the Redevelopment Plan objectives and policies, and in other documentation pertaining to the Project Area. They have been incorporated into the Design Standards to the extent feasible and are listed here for background and informational purposes only. Note that the entire list of objectives for Mission Bay are included here for reference but some may be applicable only to Mission Bay North.

### Urban Design Vision

1. Work to create a design of merit, in the context of distinctive San Francisco neighborhoods, and as a national and international model for excellence. Respect and acknowledge San Francisco's unique architectural styles, history and standards. Create a distinctive neighborhood which reflects the natural and historic character of Mission Bay and forms a gateway experience into San Francisco.
2. Acknowledge the Giant's Stadium as a key neighbor - in terms of its level of activity, scale and architectural character.
3. Sensitively integrate height and bulk while respecting and maintaining a pedestrian scale at street level where appropriate.
4. Enhance the view potential to the City, Mission Creek and the Bay.
5. Incorporate design transitions (scale, character, physical and/or visual linkages) that interface with other nearby residential neighborhoods including transitions to single family residences on Potrero Hill, South Beach, the park along the creek and the Lefty O'Doul bridge.
6. Establish an urban fabric of buildings and spaces that respects Mission Creek and the Bay, considering sun exposure and wind characteristics. Work to establish a human scale along the creek.
7. Provide varying building heights generally transitioning to a lower scale adjacent to the channel. In the South of Channel area, establish a similar transition of varying heights to a lower scale adjacent to the Bay.
8. Encourage Mixed-Use within Mission Bay, enhancing and supporting the quality of life for area residents, workers, and visitors alike.
9. Create a sense of place with clearly defined street hierarchy and character. Reinforce streets as defined public open space by establishing build-to-edge, setback and street section guidelines.
10. Design with consideration of existing and future major utility easements and storm overflow requirements.
11. Create a design that allows and encourages the integration of UCSF with the rest of Mission Bay.
12. Acknowledge the Port as a significant neighbor and potential future amenity. Integrate its planning with Mission Bay.
13. Establish an Urban Design Framework that provides a graceful transition between North and South of Channel neighborhoods.
14. Seek design opportunities for concentrated mixed-use development at transit stops which will enhance both development and transit potential.

## Transportation Infrastructure

1. Make Mission Bay a model San Francisco “Transit First” community, taking advantage of multi-modal transit opportunities, minimizing dependence on automobiles fostering a pedestrian environment, and working to avoid conflicts between different modes of transportation. Make real, attractive linkages to CalTrain, Muni light rail and bus service, a pedestrian and bicycle access network and potential water transportation services.
2. Address the physical and visual barriers created by infrastructure impediments. Consider elements such as linked uses (retail, residential, open space) that provide continuity through the neighborhood. Test whether there are locations that merit elevated access, to avoid barriers, ensure safety or to reinforce desired linkages.
3. Establish an efficient street network that allows for a seamless integration of Mission Bay with the existing city fabric.
4. Aesthetically integrate parking and automobile uses.
5. Provide usable, strategically located access linking north and south sides of the Channel.
6. Seek Muni light rail routing and stations that maximize service to Mission Bay.

## Open Space

1. Create substantial dynamic, people friendly public open space by considering the following:
  - variety of usable public open space
  - semi-public and private open spaces that enhance the public open space
  - enliven the open space by considering elements such as provision of occasional recreational water access and water uses
  - utilize public open space as a focus for residential and appropriate retail development
  - provide views of private open space, where possible
2. Make the Channel and the Bay key focal points of the development.
  - create destination open space and park areas, with a sense of invitation and comfort for a diversity of people.
  - undertake both north and south of channel as a coordinated design of varying widths and dimensions appropriate to the uses beyond mere circulation.
  - work towards a balance of active and passive areas
  - respect and enhance the natural environment and wildlife potential of the area, both in the location and scale of open space areas and selection of landscape and channel edge materials
  - design for families, children and older people
  - develop opportunity to provide a greater variety of water edge related uses
  - create zones of transition from soft edges to hard edges that integrate public access.
3. Create a public open space concept that allows for variety in scale and uses, along with visibility and accessibility from public streets and walkways.
4. Acknowledge the street and view corridor network as part of the overall open space concept, and promote public access through vehicular, bicycle, and pedestrian connections where practical.

---

## Livability and ~~Constructibility~~Constructability

1. Create structurally efficient and cost effective designs.
2. Effectively integrate affordable housing sites into overall site plan.
3. Effectively integrate local serving retail, amenities, and open space throughout Mission Bay.
4. Address servicing requirements, and unique building features associated with R&D/ Biotech uses.



**Case No. 2014.1441GPR**

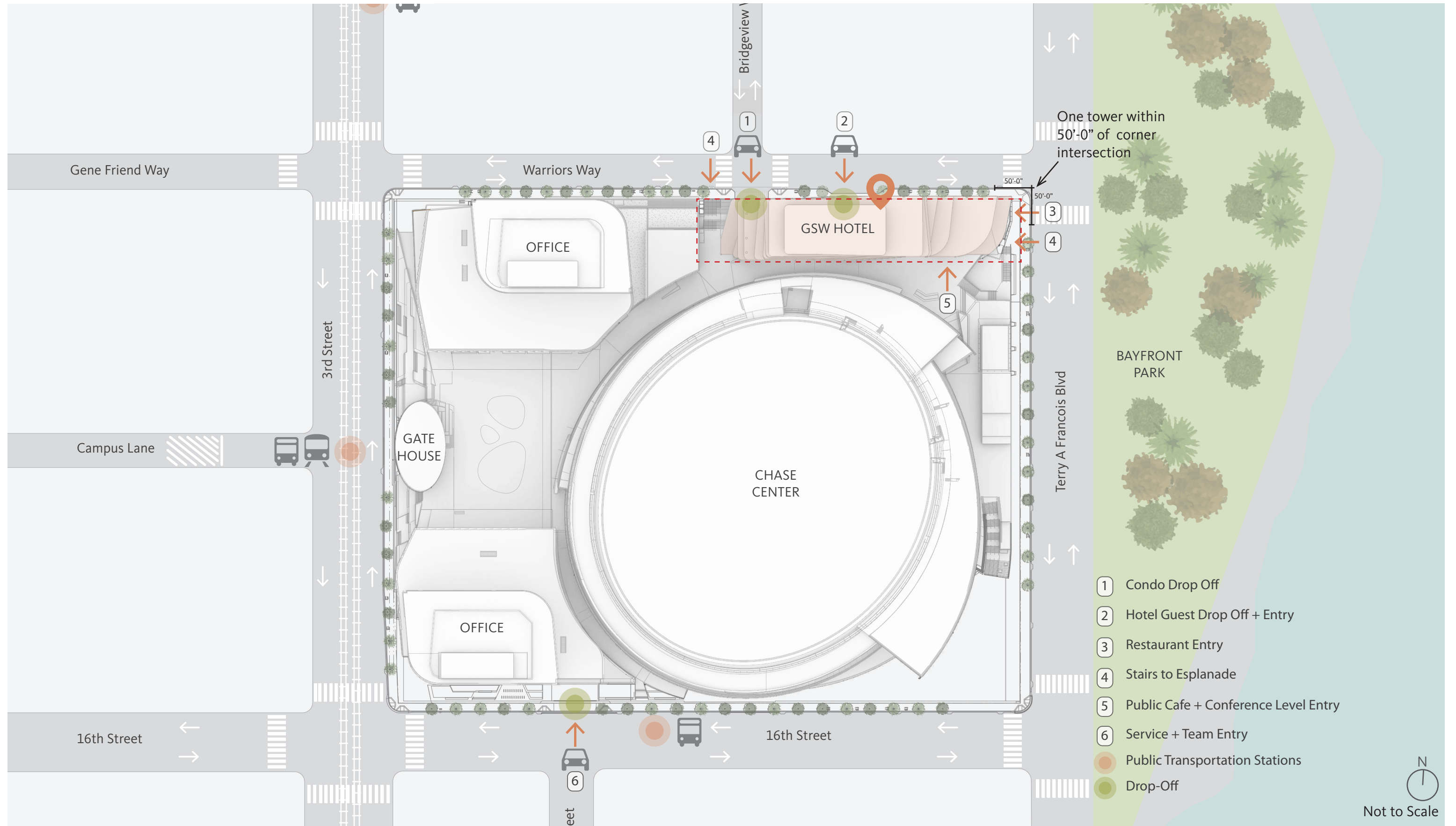
Mission Bay South Redevelopment Plan Amendments

Exhibit C

GSW Hotel Project Plans

# URBAN/SITE CONTEXT

## LOCATION PLAN

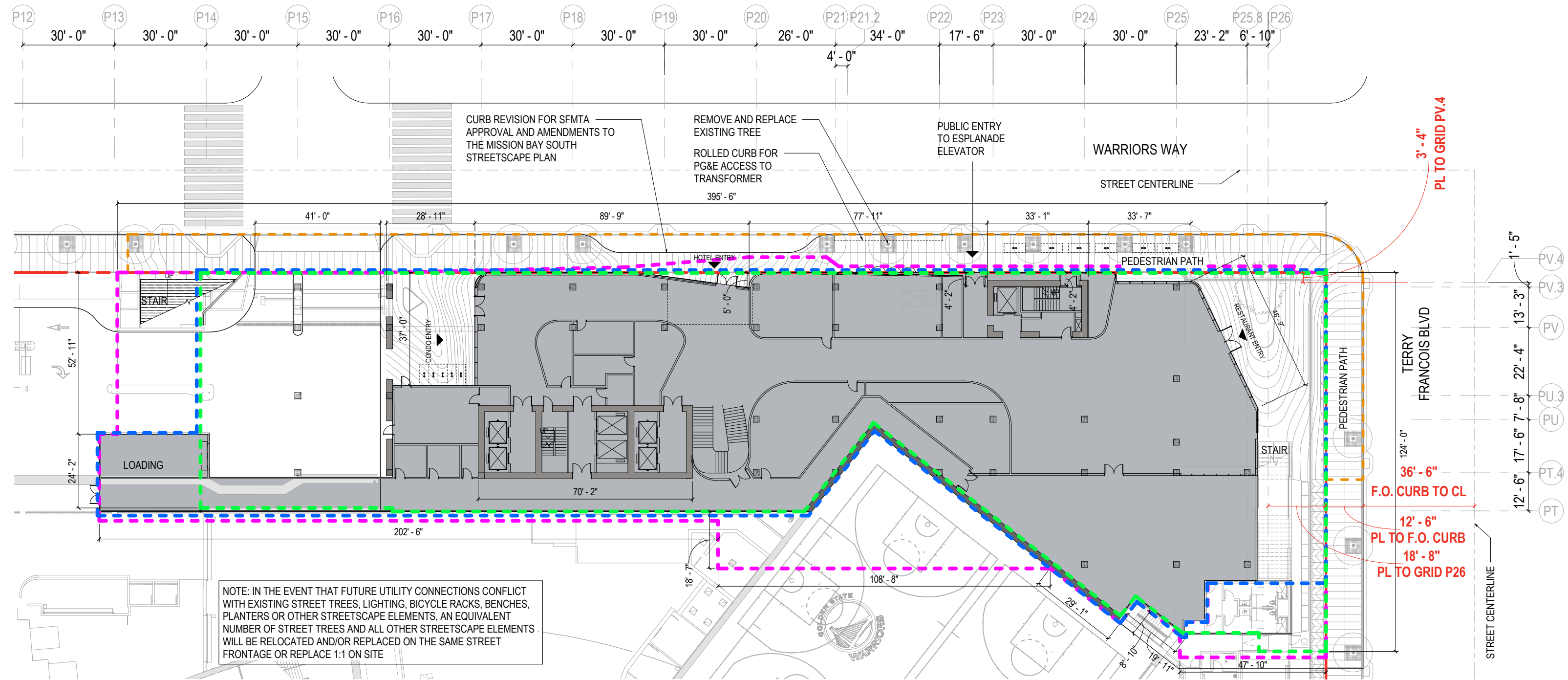


# URBAN/SITE CONTEXT VICINITY MAP

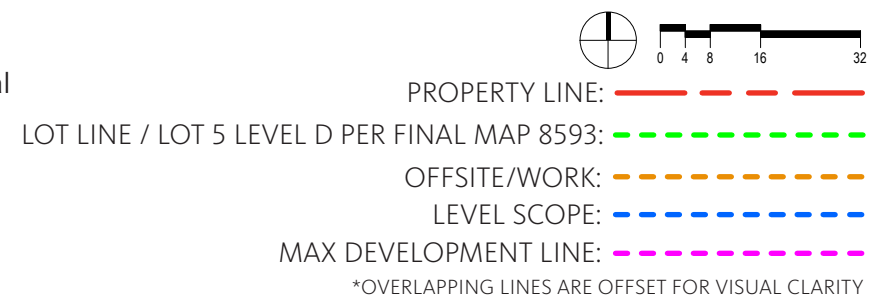


# BUILDING PLANS

## SITE PLAN



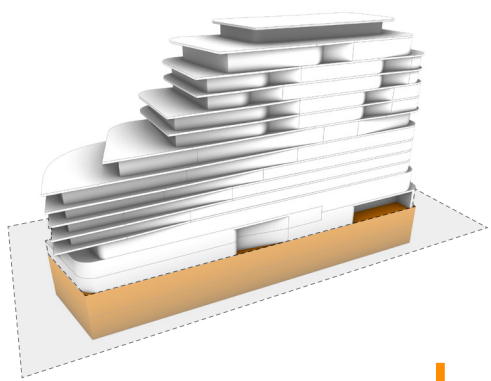
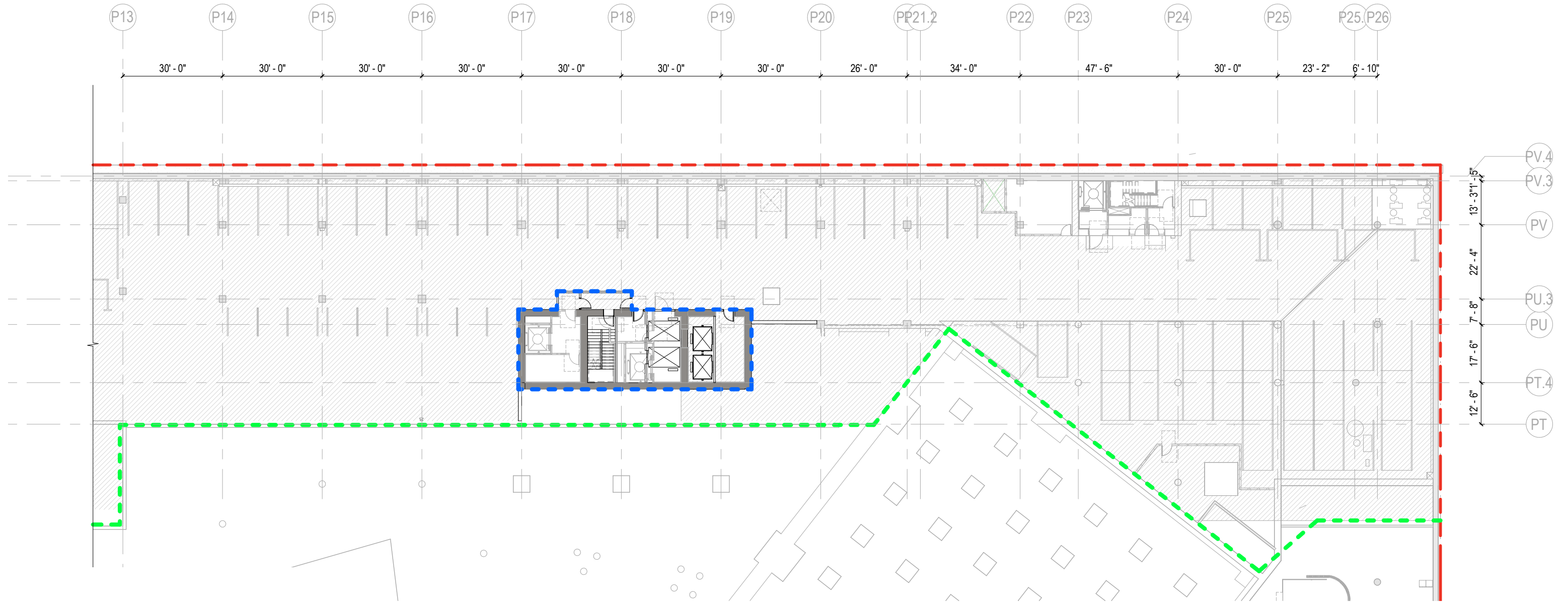
\* See Warriors Way Traffic Diagram for a detailed layout of curb and street design. Final design is subject to SFMTA and DPW approval





# BUILDING PLANS

## LOWER LEVEL 2



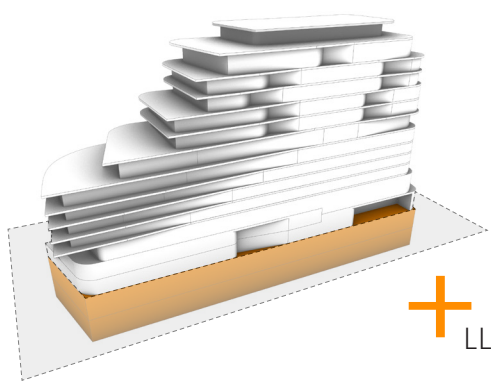
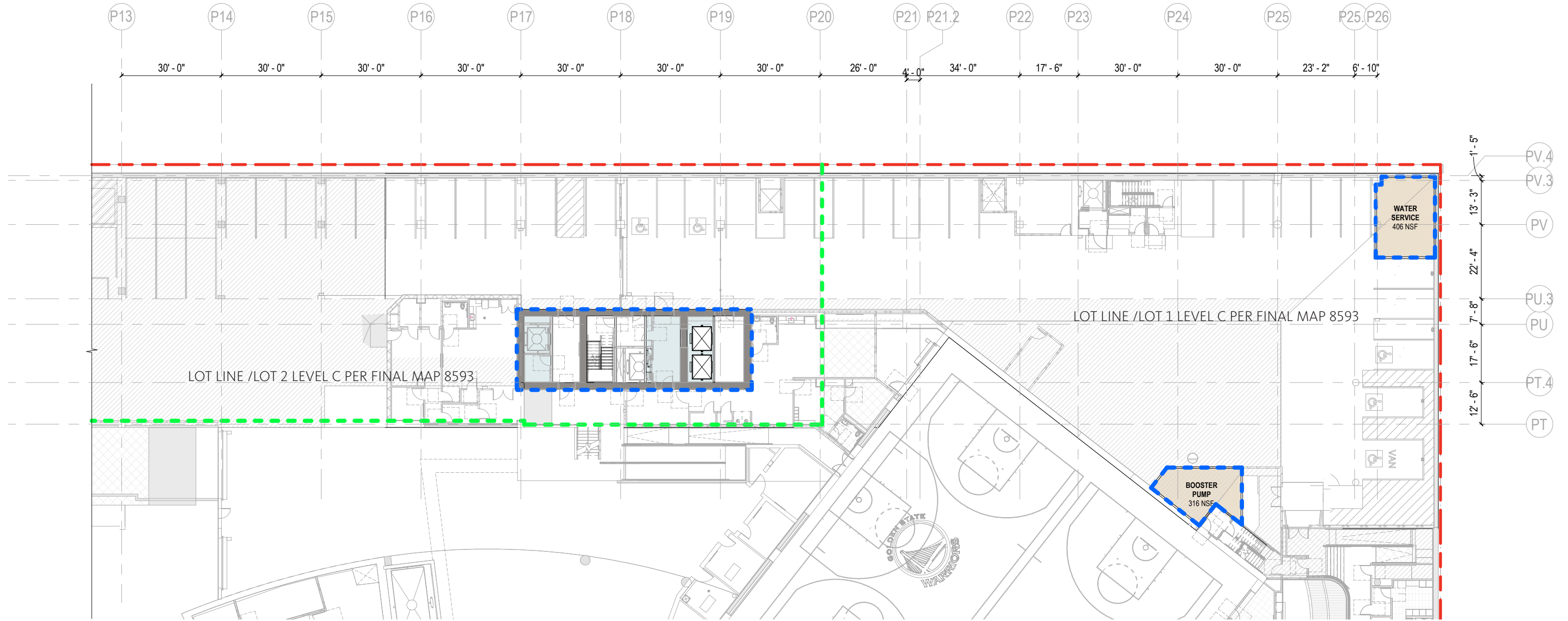
**+**  
LL2 & LL1



- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 2 LEVEL B PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

## LOWER LEVEL 1

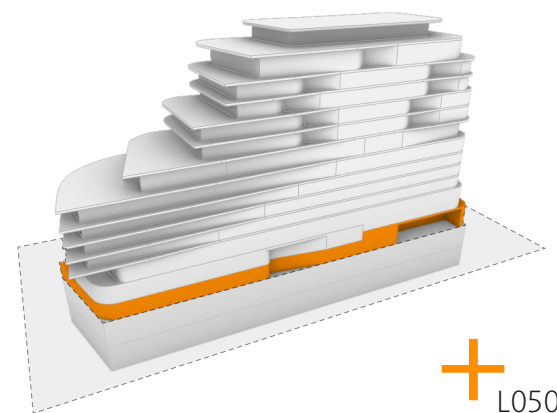
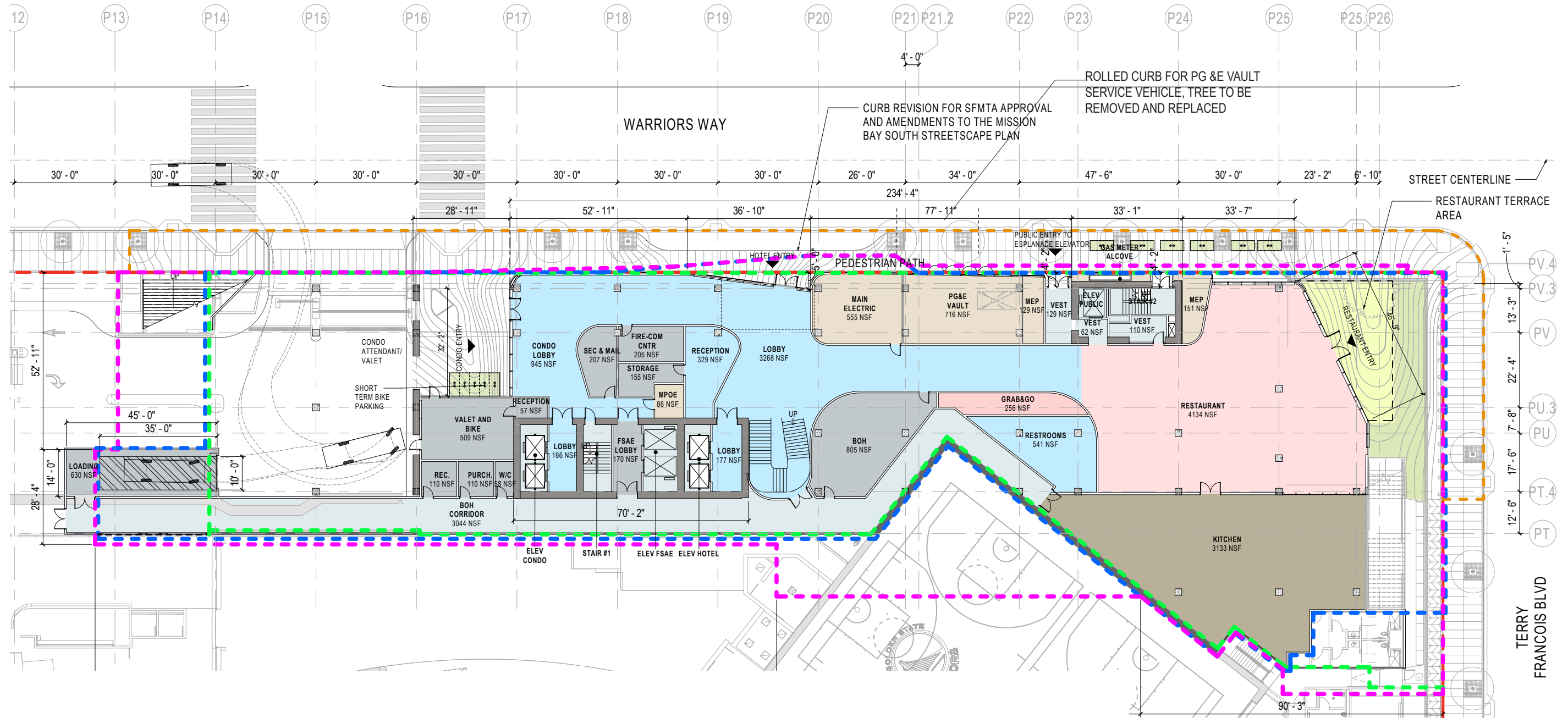


LL2 & LL1

- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL C PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

## LEVEL 050 - GRADE STREET LEVEL



**+** L050

\* See Warriors Way Traffic Diagram for a detailed layout of curb and street design. Final design is subject to SFMTA and DPW approval

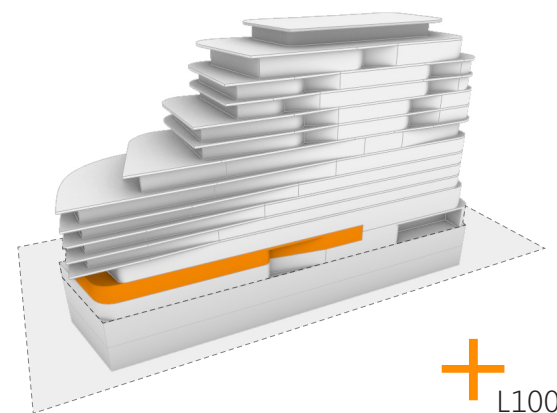
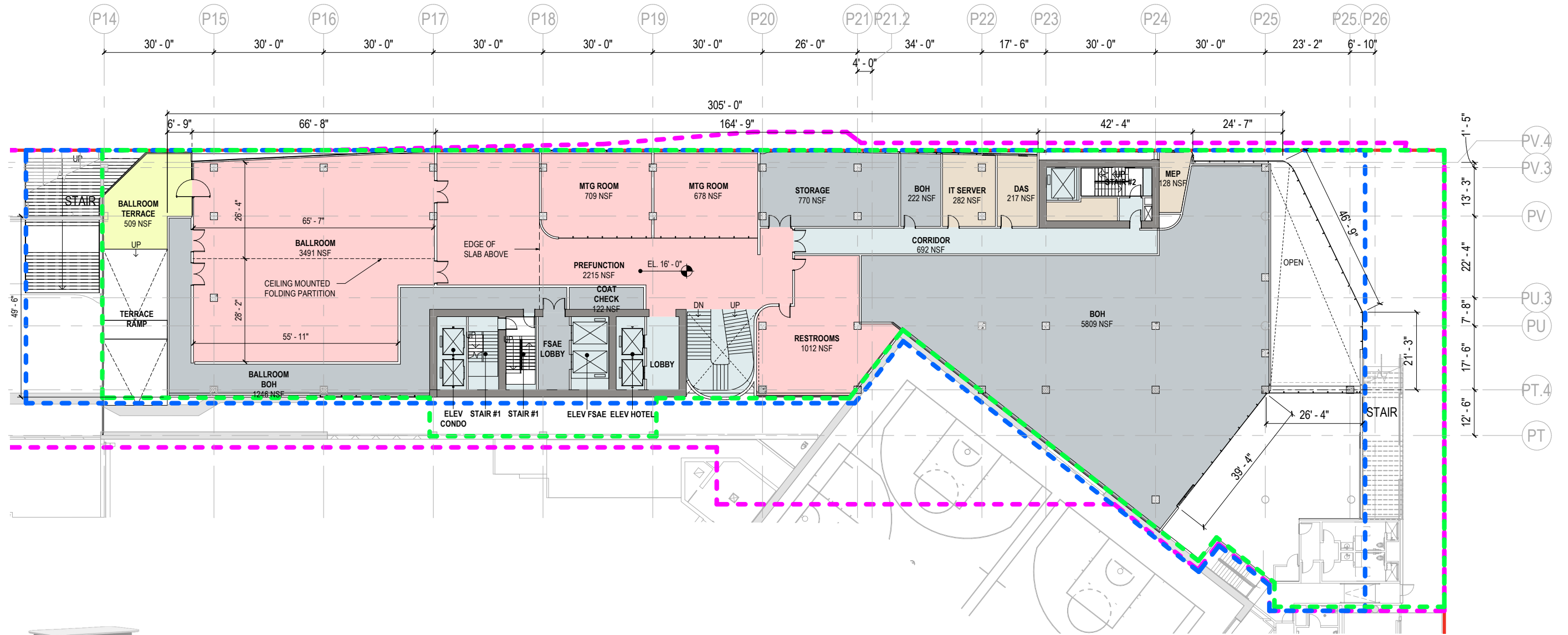


- PROPERTY LINE: - - - - -
- LOT LINE / LOT 5 LEVEL D PER FINAL MAP 8593: - - - - -
- OFFSITE/WORK: - - - - -
- LEVEL SCOPE: - - - - -
- MAX DEVELOPMENT LINE: - - - - -

\*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

## LEVEL 100 - MEZZANINE LEVEL



**+**  
L100



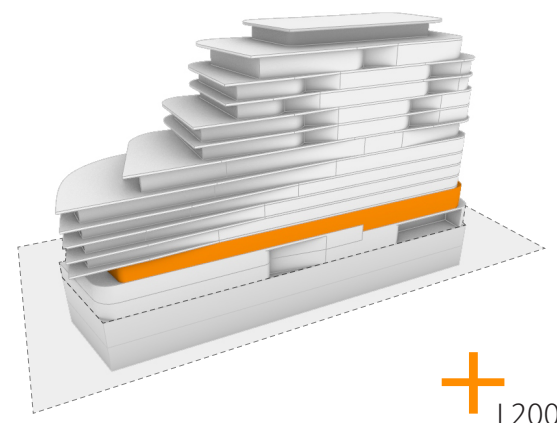
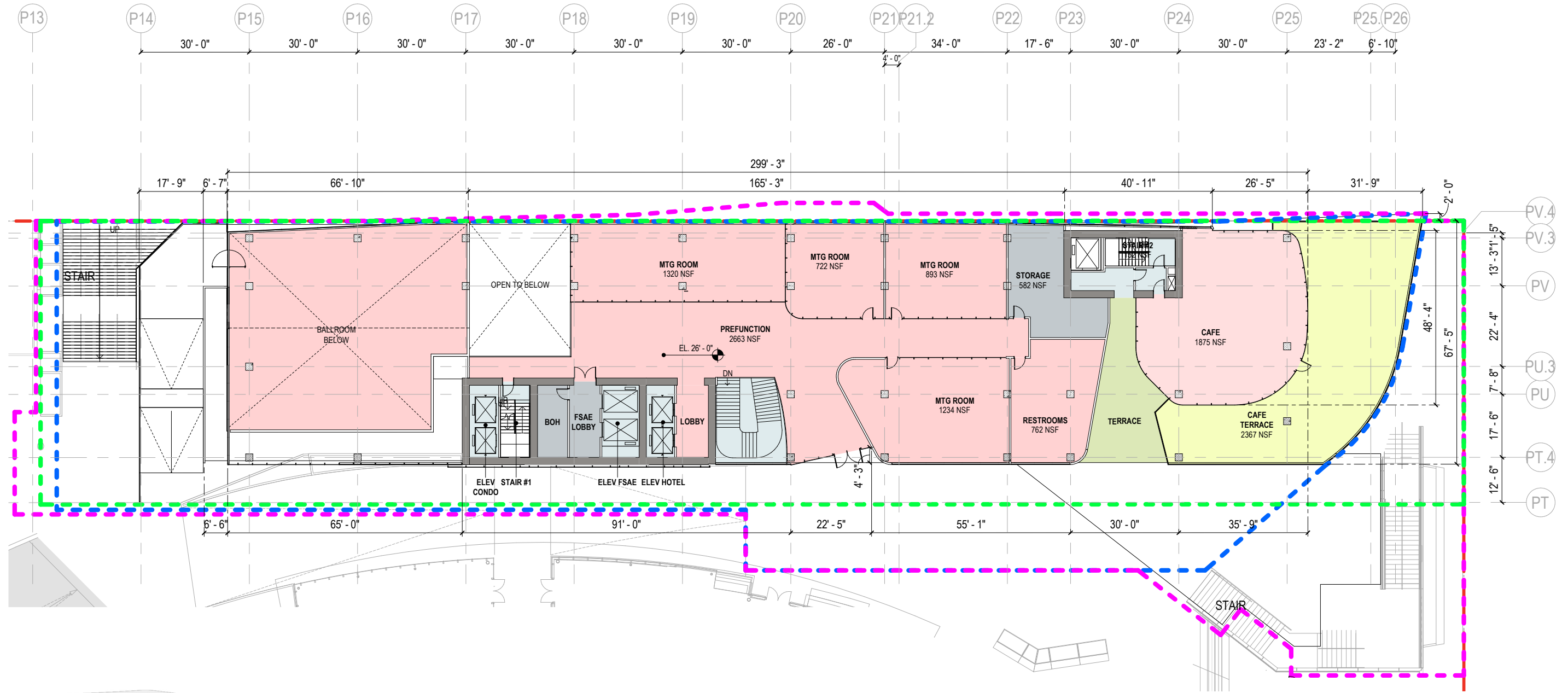
- PROPERTY LINE: - - - - -
- LOT LINE / LOT 5 LEVEL E PER FINAL MAP 8593: - - - - -
- OFFSITE/WORK: - - - - -
- LEVEL SCOPE: - - - - -
- MAX DEVELOPMENT LINE: - - - - -

\*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY



# BUILDING PLANS

## LEVEL 200 - LOBBIES



**+**  
L200

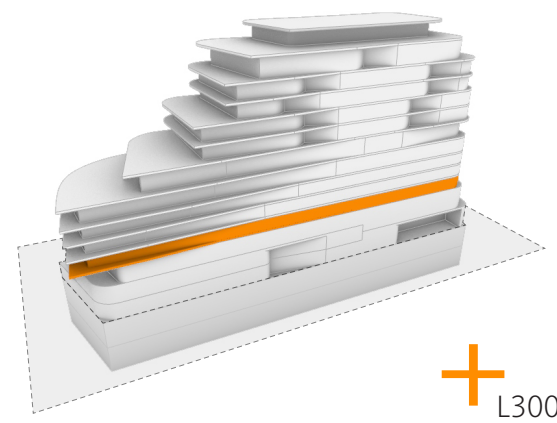
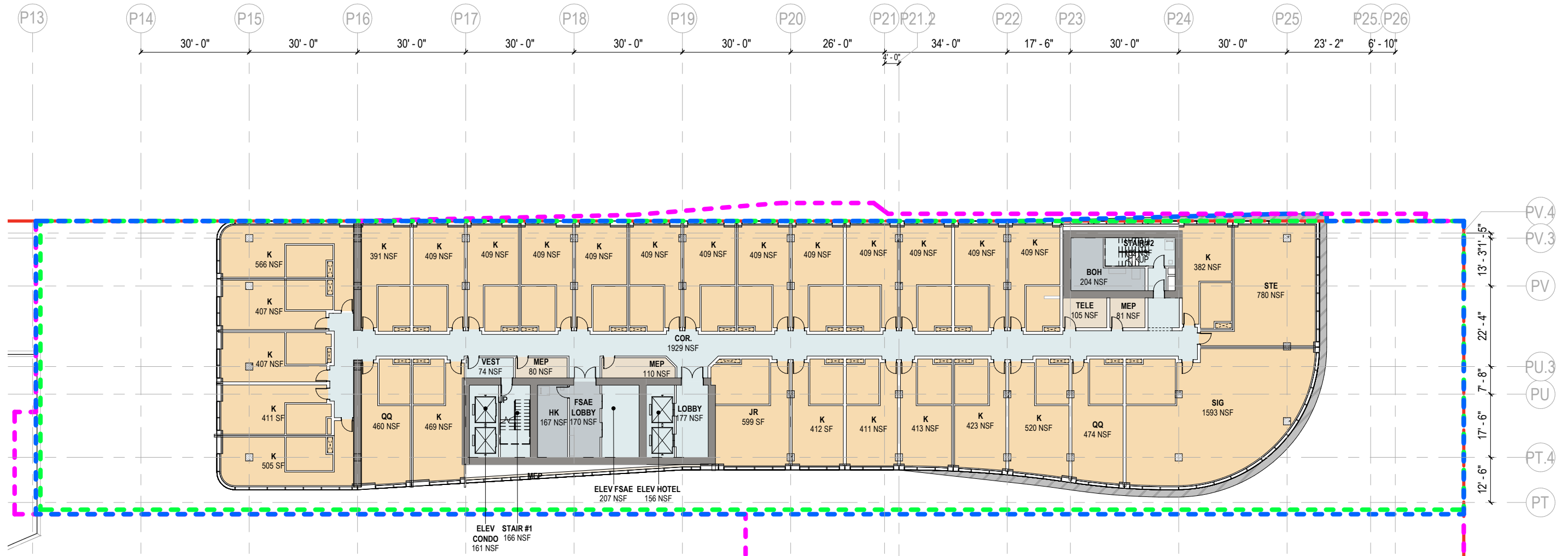


- PROPERTY LINE: ---
- LOT LINE / LOT 5 LEVEL F PER FINAL MAP 8593: ---
- OFFSITE/WORK: ---
- LEVEL SCOPE: ---
- MAX DEVELOPMENT LINE: ---

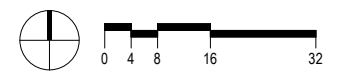
\*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

## LEVEL 300 - HOTEL



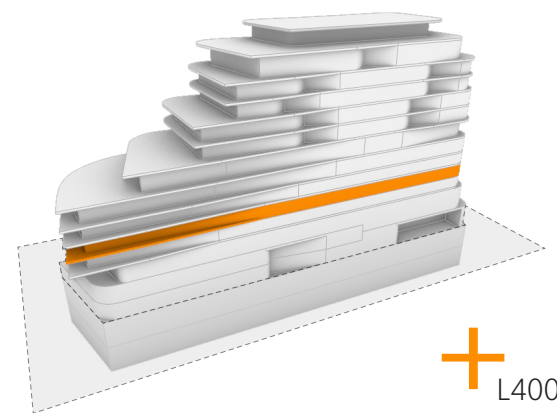
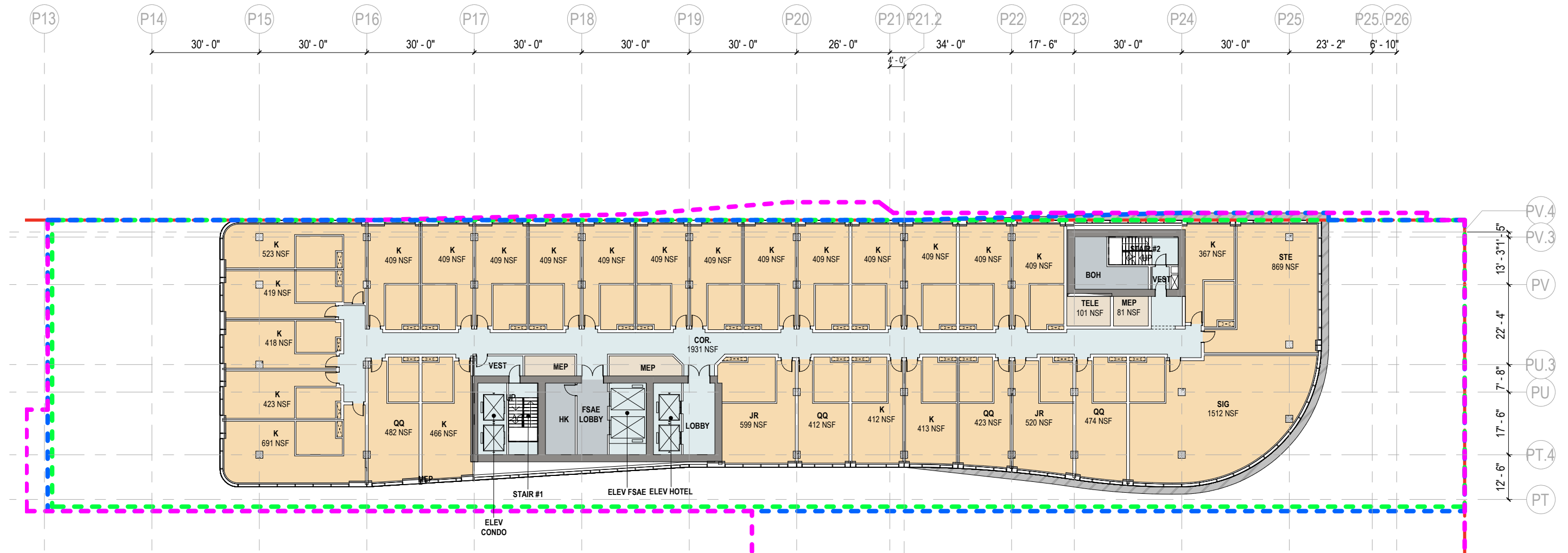
**+**  
L300



- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL G PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

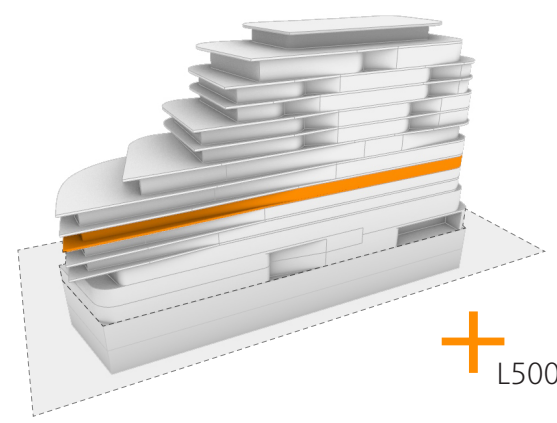
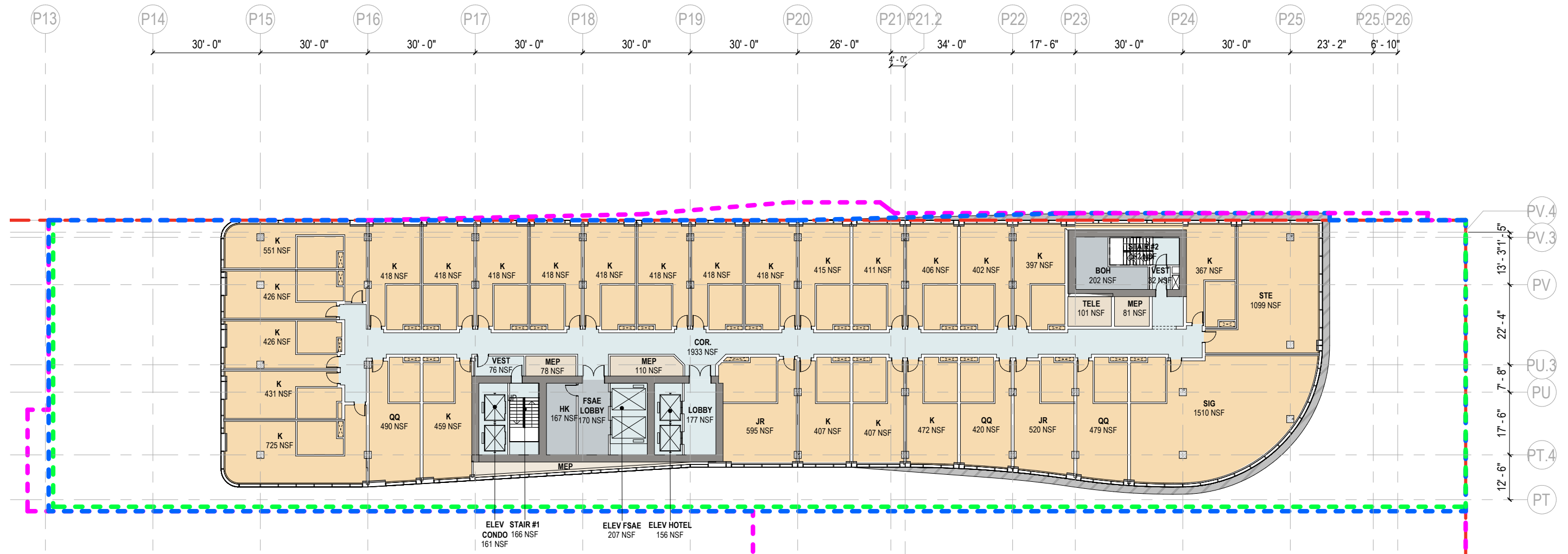
## LEVEL 400 - HOTEL



- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL H PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

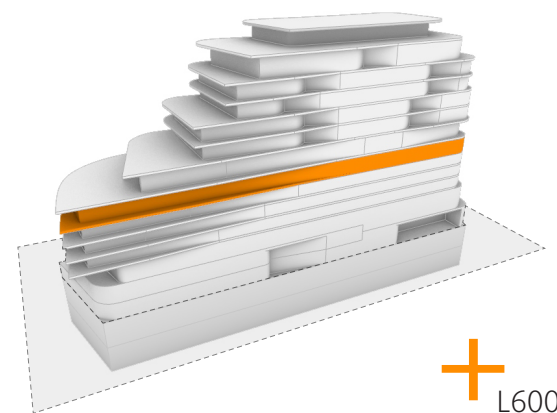
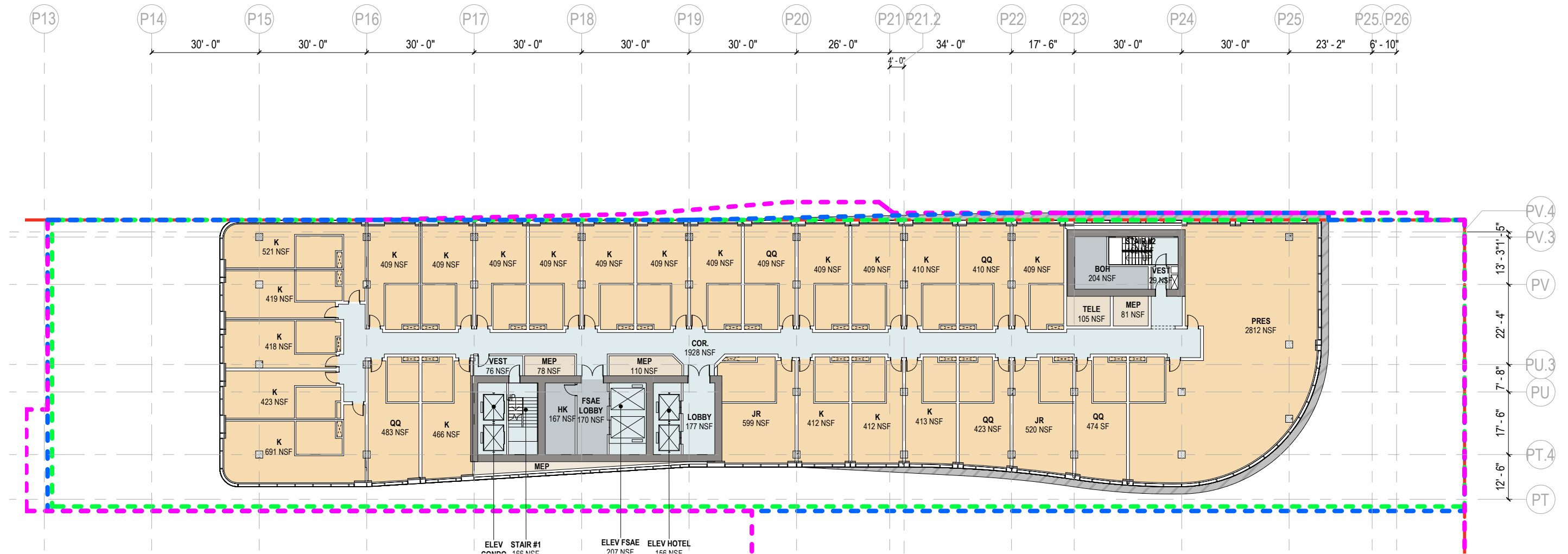
## LEVEL 500 - HOTEL



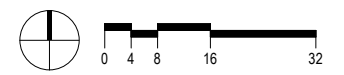


# BUILDING PLANS

## LEVEL 600 - HOTEL



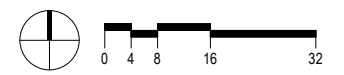
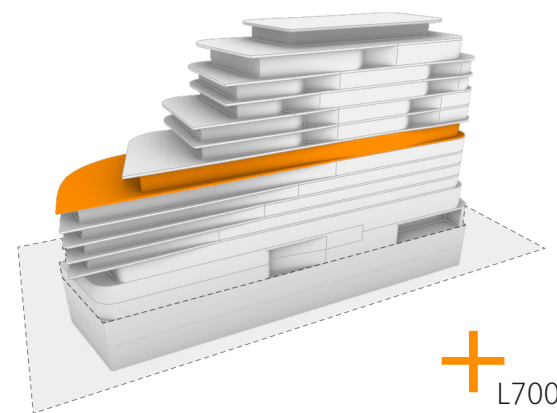
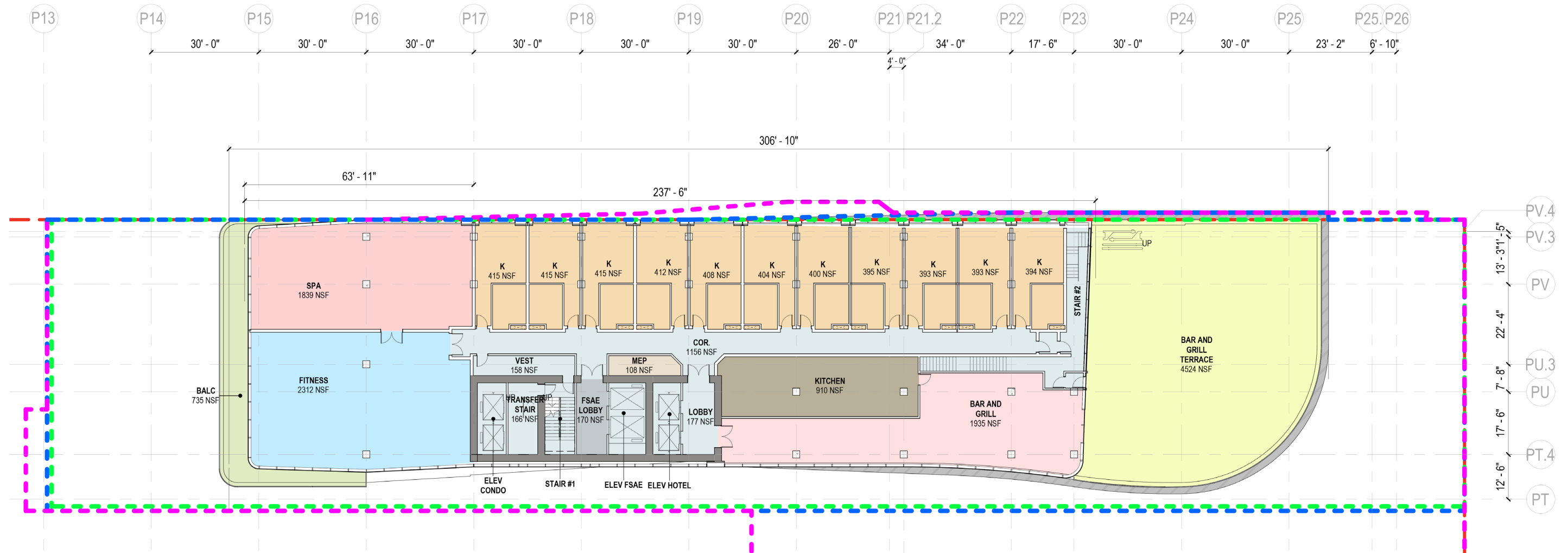
**+**  
L600



- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL J PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

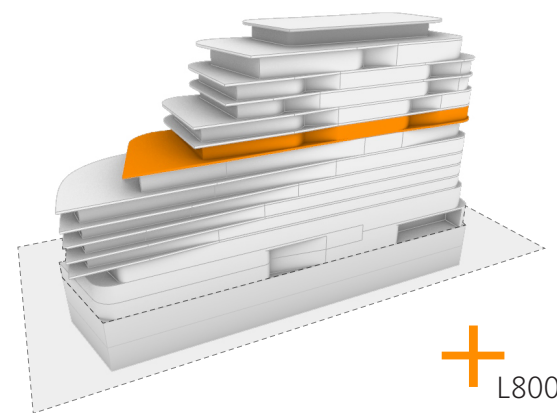
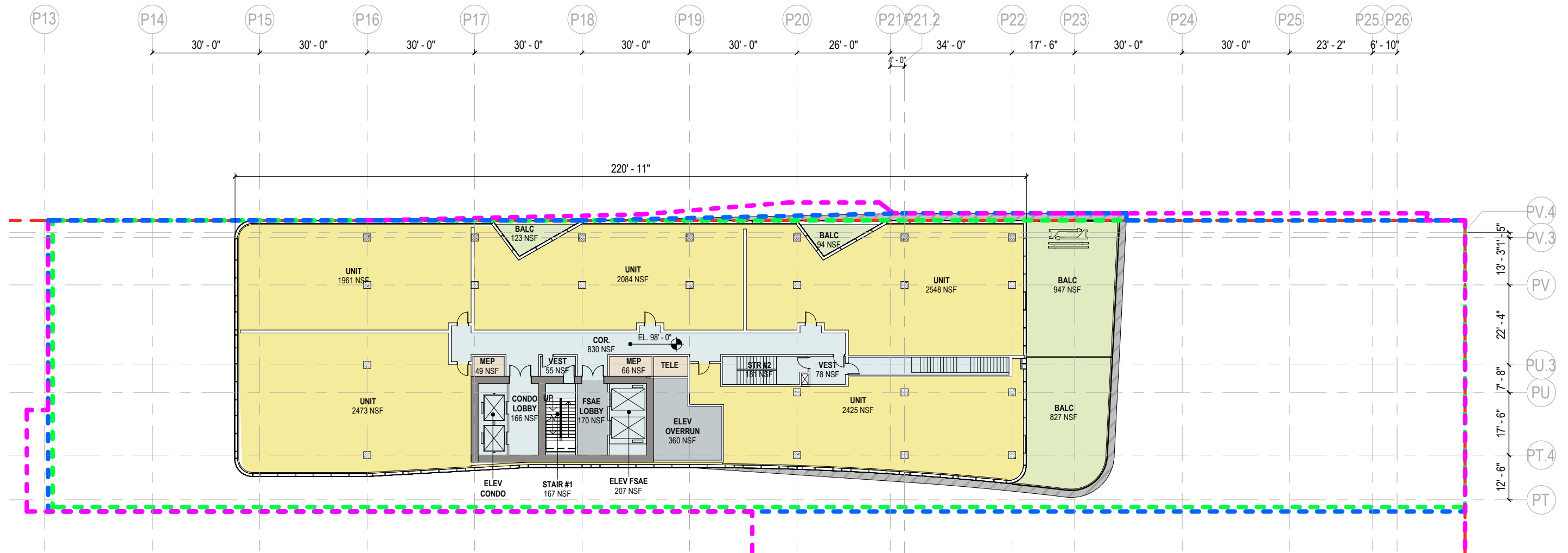
## LEVEL 700 - AMENITY



- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL J PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

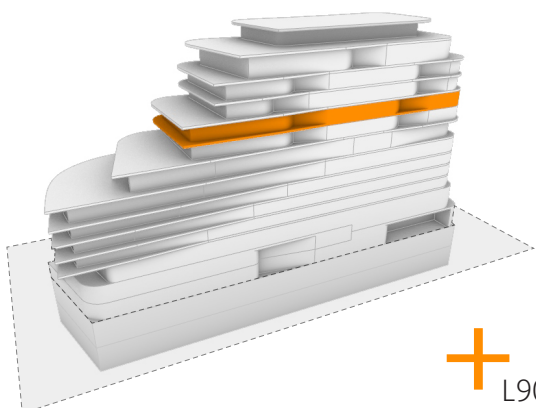
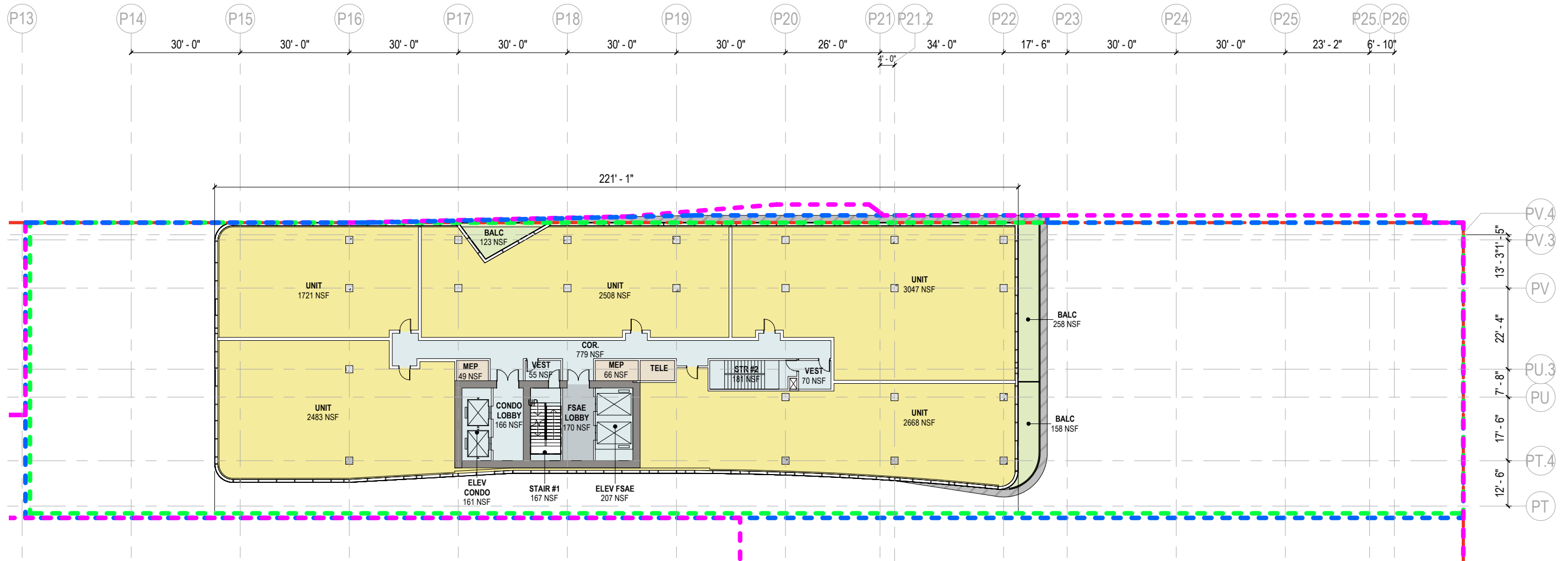
## LEVEL 800 - CONDOMINIUM



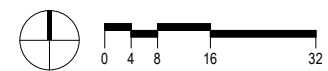
- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL J PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

## LEVEL 900 - CONDOMINIUM



**+** L900

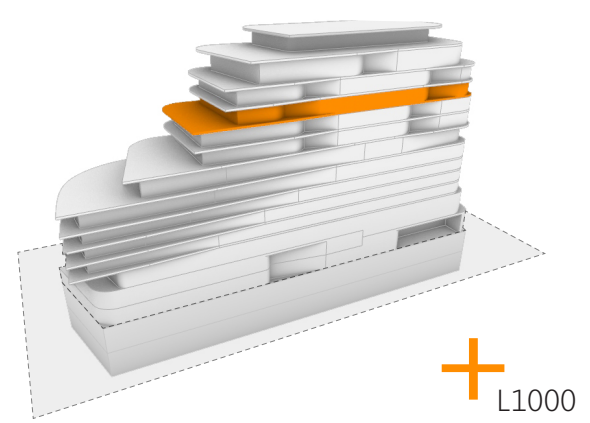
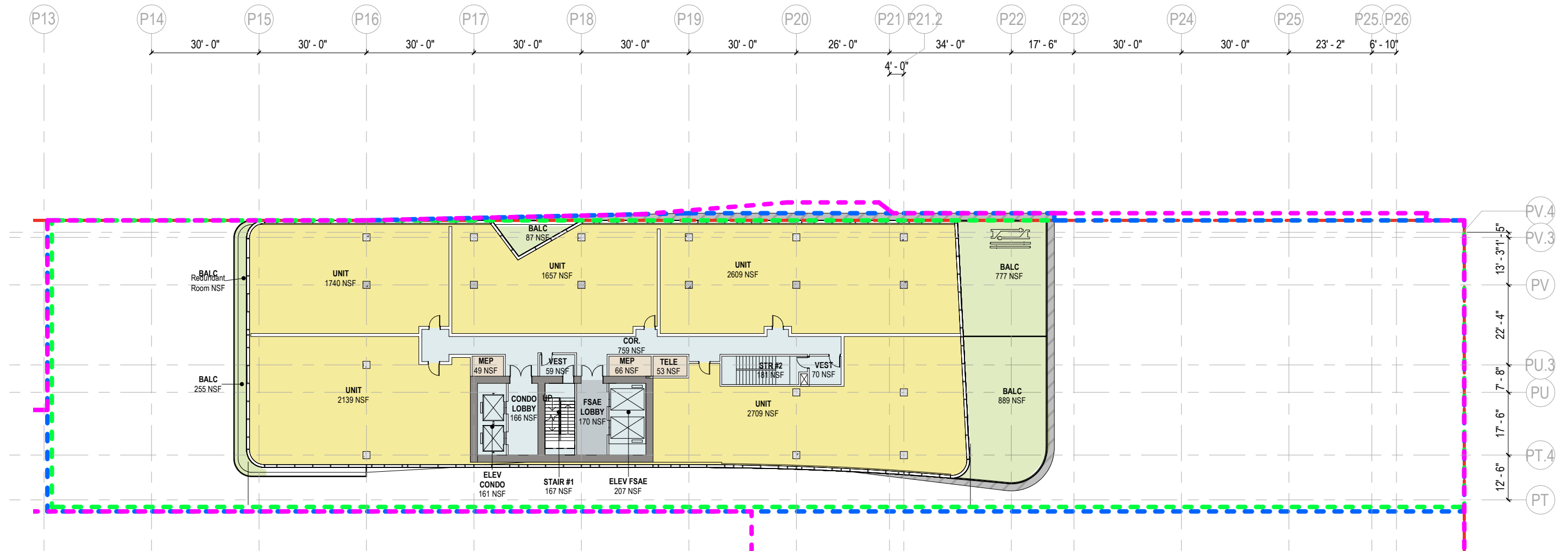


- PROPERTY LINE: - - - - -
- LOT LINE / LOT 5 LEVEL J PER FINAL MAP 8593: - - - - -
- OFFSITE/WORK: - - - - -
- LEVEL SCOPE: - - - - -
- MAX DEVELOPMENT LINE: - - - - -

\*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

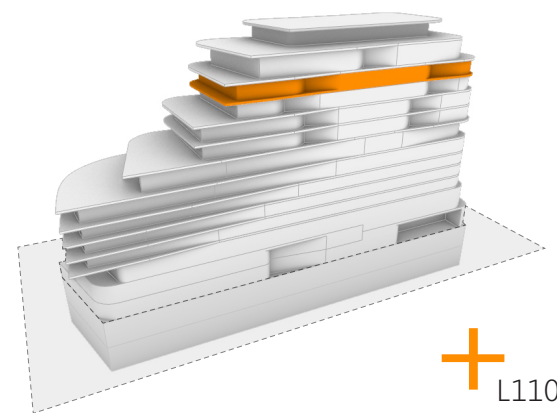
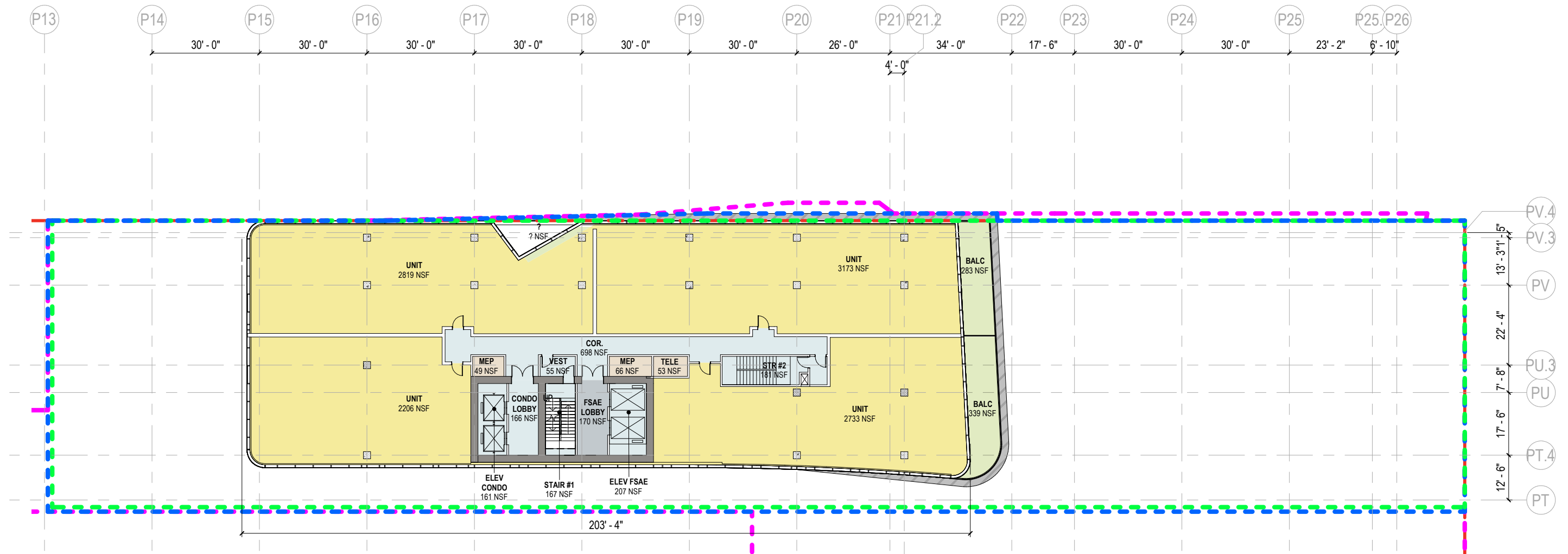
## LEVEL 1000 - CONDOMINIUM



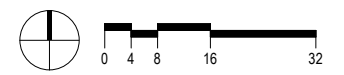
- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL J PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

## LEVEL 1100 - CONDOMINIUM



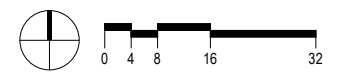
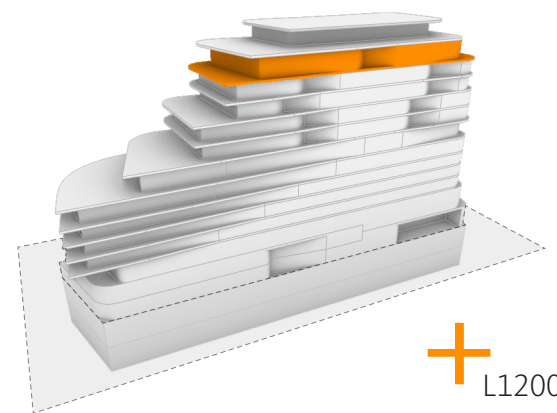
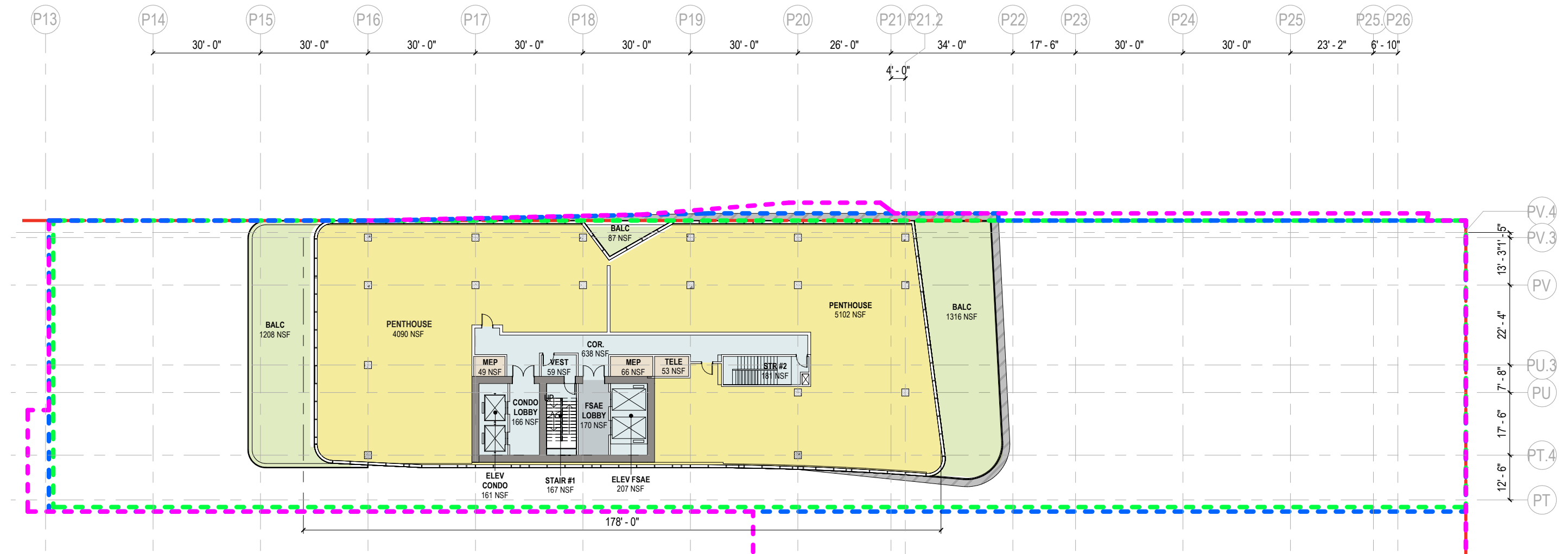
**+**  
L1100



- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL J PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

# BUILDING PLANS

## LEVEL 1200 - CONDOMINIUM



- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL J PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY

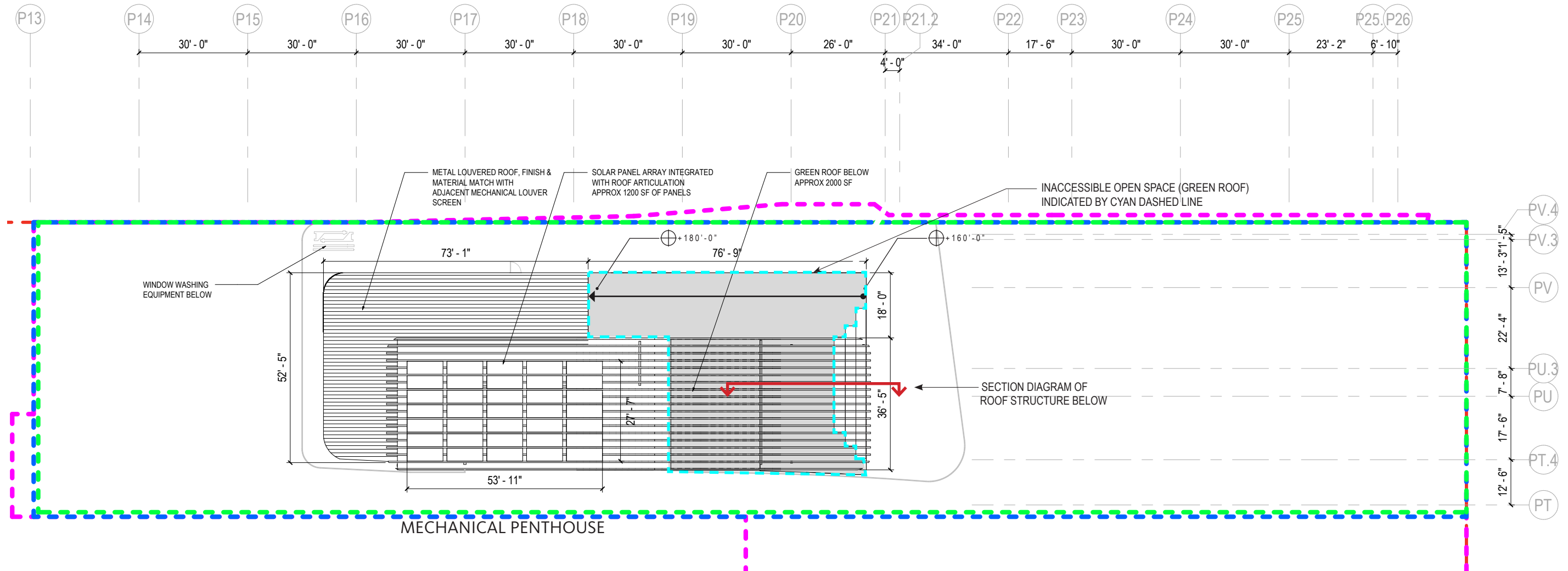




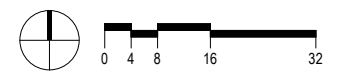
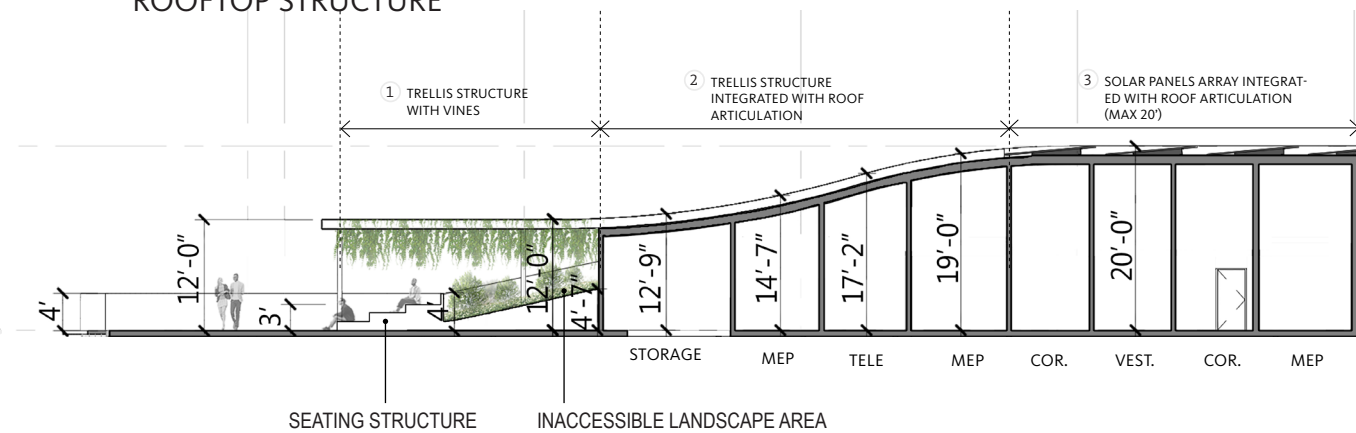


# BUILDING PLANS

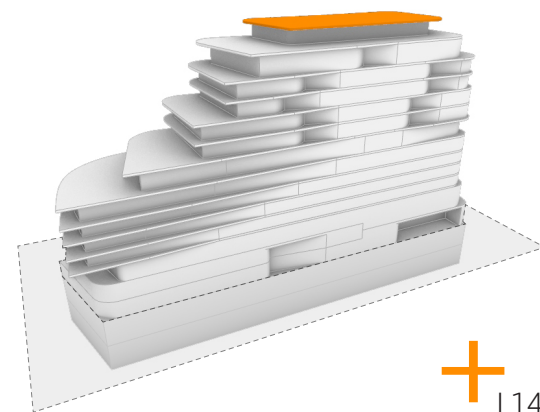
## ROOF PLAN



SECTION DIAGRAM OF ROOFTOP STRUCTURE

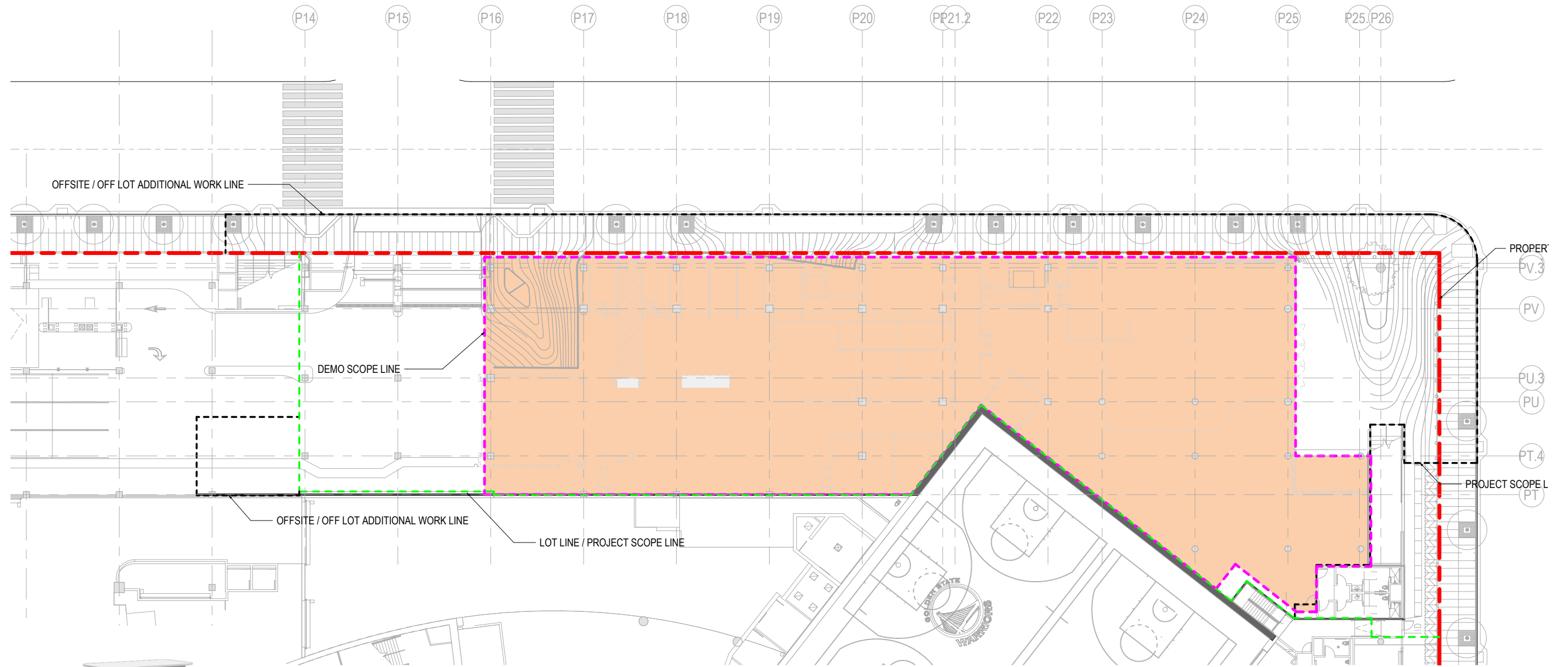


- PROPERTY LINE: - - - - -
  - LOT LINE / LOT 5 LEVEL J PER FINAL MAP 8593: - - - - -
  - OFFSITE/WORK: - - - - -
  - LEVEL SCOPE: - - - - -
  - MAX DEVELOPMENT LINE: - - - - -
- \*OVERLAPPING LINES ARE OFFSET FOR VISUAL CLARITY



# DEMO PLANS

## LEVEL 050 - GRADE STREET LEVEL



\* See Warriors Way Street Diagram (page 152) for a detailed layout of curb and street design. Final design is subject to SFMTA and DPW approval

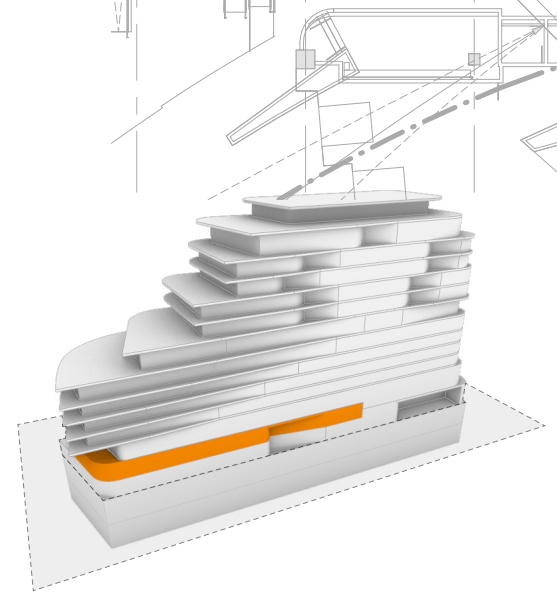
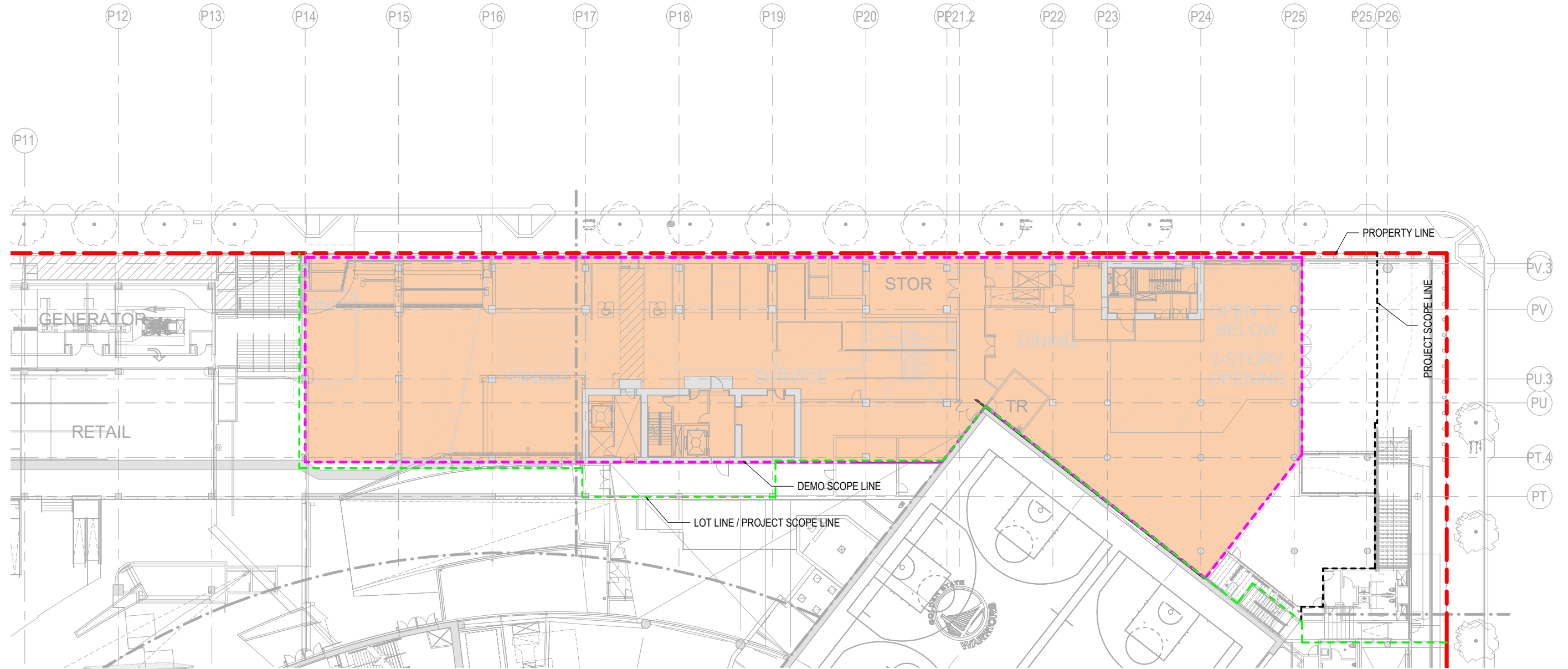
1 BCSD - L 050 DEMOLITION

----- PROPOSED DEMOLITION



# DEMO PLANS

## LEVEL 100 - MEZZANINE LEVEL



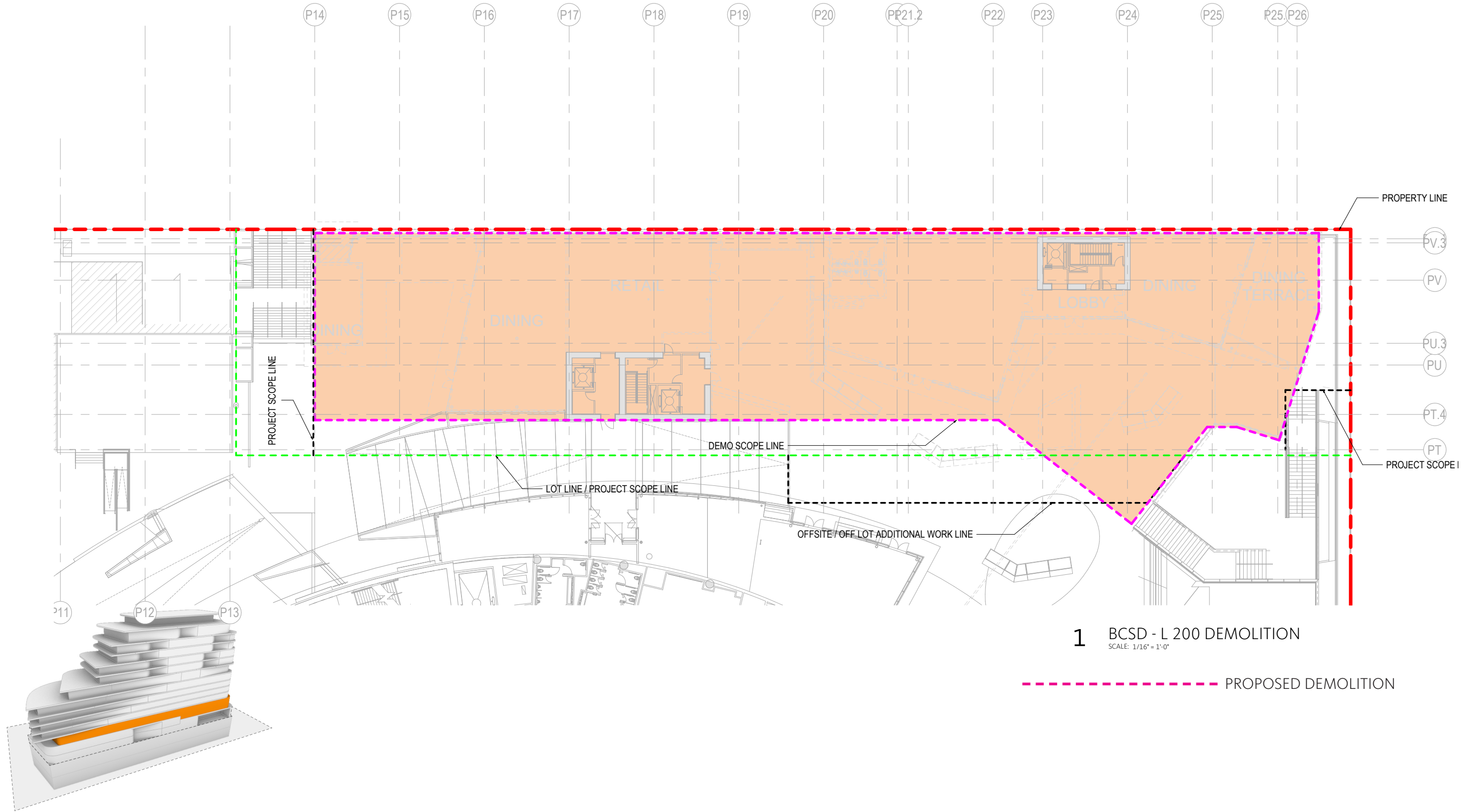
**1** BCSD - L 100 DEMOLITION  
SCALE: 1/16" = 1'-0"

----- PROPOSED DEMOLITION

**+**  
L100

# DEMO PLANS

## LEVEL 200 - ESPLANADE LEVEL



**1** BCSD - L 200 DEMOLITION  
SCALE: 1/16" = 1'-0"

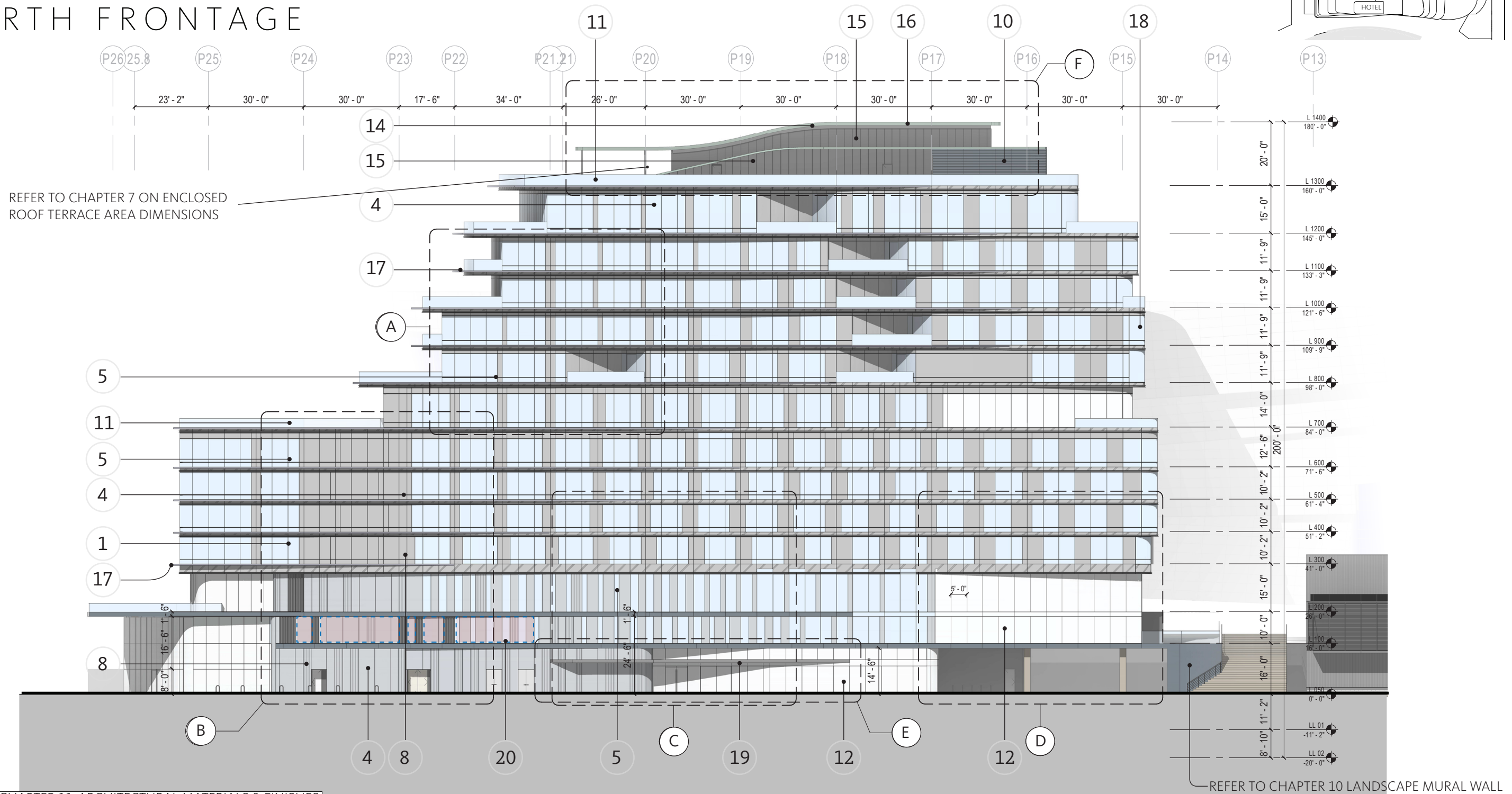
--- PROPOSED DEMOLITION





# FACADE ELEVATIONS & SECTIONS

## NORTH FRONTAGE



REFER TO CHAPTER 7 ON ENCLOSED ROOF TERRACE AREA DIMENSIONS

REFER TO CHAPTER 10 LANDSCAPE MURAL WALL

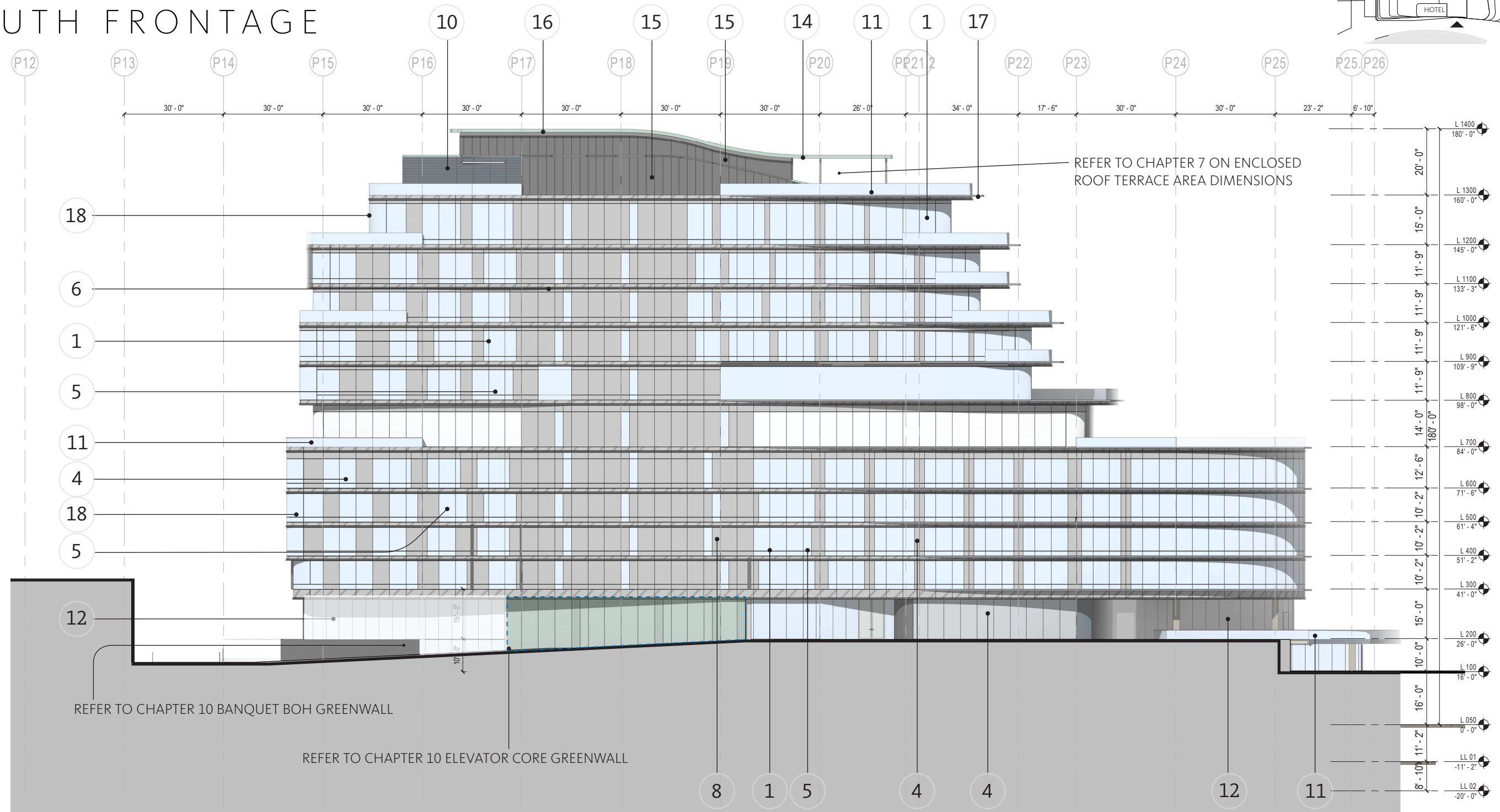
REFER TO CHAPTER 11\_ARCHITECTURAL MATERIALS & FINISHES

1. PAINTED VERTICAL MULLIONS (CAPLESS) TYP.
2. WARM TONE PAINTED METAL CEILING/SOFFIT AT TERRACES TYP.
3. STRUCTURAL COLUMN BEYOND. CLAD AND FINISHED TO MATCH INTERIOR DESIGN INTENT. (TBD)
4. GREY BACK PAINTED GLASS, INSULATED SPANDREL.
5. INSULATED GLASS UNIT WITH HIGH PERFORMANCE LOW E COATING.
6. CUSTOM SHAPED ALUMINUM PROFILE 1/8" THICK. EXTENDS FROM CURTAIN WALL UNIT AND TRANSLATES TO SLAB EDGE COVER AT THE TERRACE CONDITIONS. (PAINTED/ANODIZED DARK GREY)
7. PAINTED ALUMINUM FLASHING WITH INTEGRATED SLOT VENTILATOR.
8. METAL CURTAIN WALL PANEL INFILL. (PAINTED/ANODIZED GREY)
9. 9" TALL COMPOSITE STONE WALL BASE
10. PAINTED METAL MECHANICAL LOUVER SCREEN
11. STRUCTURAL GLASS GUARDRAIL WITH PRE-WEATHERED AND POLISHED WOOD TOP RAIL TYP.

12. INSULATED GLASS UNIT WITH HIGH PERFORMANCE LOW E COATING. BUTT JOINT SILICONE SEALANT IN LIEU OF ALUMINUM MULLIONS.
13. HORIZONTAL OR VERTICAL LOUVERS WITHIN UNITIZED CURTAIN WALL SYSTEM
14. STEEL FRAME TRELLIS STRUCTURE INTERGRATED WITH PENTHOUSE ROOF WITH PAINTED METAL FASCIA
15. PAINTED METAL CLADDING PANEL ON STICK BUILT WALL ASSEMBLY
16. SOLAR HOT WATER PANELS INTERGRATED WITH ROOF ARTICULATION (SEE ROOF PLAN)
17. CUSTOM PROFILE ALUMINUM FIN (FINISHED/PAINTED TO CURTAIN WALL METAL INFILL.)
18. CURVED INSULATED GLASS UNIT
19. CANTILEVERED CANOPY WITH WARM TONE PAINTED METAL CLADDING AND INTEGRATED LIGHTING.
20. POTENTIAL LOUVER ZONE FOR MECHANICAL. HORIZONTAL OR VERTICAL LOUVERS WITHIN UNITIZED METAL PANEL SYSTEM
21. PAINTED METAL ROOF FASCIA
22. OPERABLE WINDOWS

# FACADE ELEVATIONS & SECTIONS

## SOUTH FRONTAGE



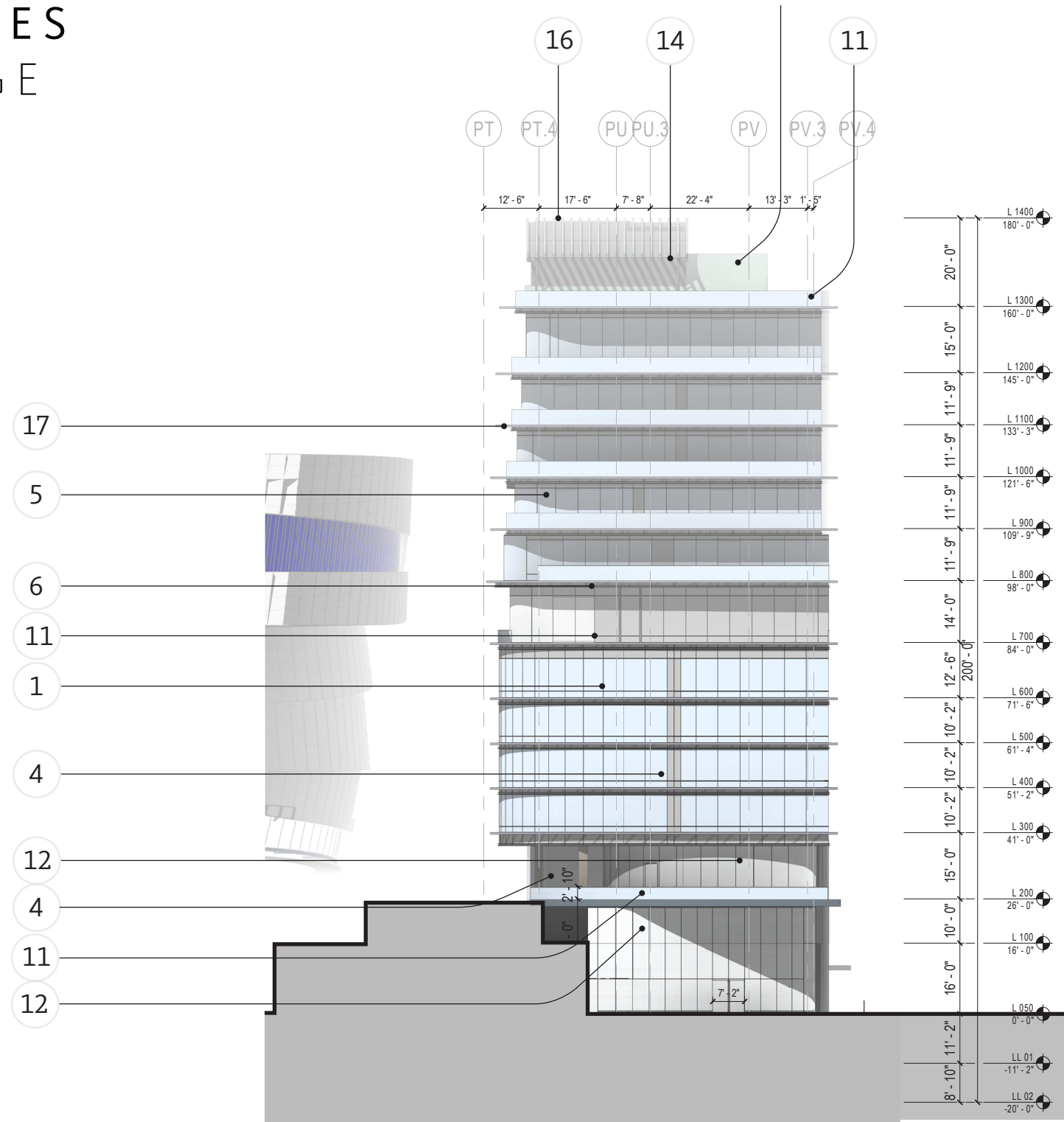
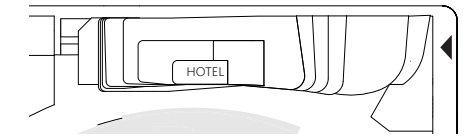
REFER TO CHAPTER 11\_ARCHITECTURAL MATERIALS & FINISHES

1. PAINTED VERTICAL MULLIONS (CAPLESS) TYP.
2. WARM TONE PAINTED METAL CEILING/SOFFIT AT TERRACES TYP.
3. STRUCTURAL COLUMN BEYOND. CLAD AND FINISHED TO MATCH INTERIOR DESIGN INTENT. (TBD)
4. GREY BACK PAINTED GLASS, INSULATED SPANDREL.
5. INSULATED GLASS UNIT WITH HIGH PERFORMANCE LOW E COATING.
6. CUSTOM SHAPED ALUMINUM PROFILE 1/8" THICK. EXTENDS FROM CURTAIN WALL UNIT AND TRANSLATES TO SLAB EDGE COVER AT THE TERRACE CONDITIONS. (PAINTED/ANODIZED DARK GREY)
7. PAINTED ALUMINUM FLASHING WITH INTEGRATED SLOT VENTILATOR.
8. METAL CURTAIN WALL PANEL INFILL. (PAINTED/ANODIZED GREY)
9. 9" TALL COMPOSITE STONE WALL BASE
10. PAINTED METAL MECHANICAL LOUVER SCREEN
11. STRUCTURAL GLASS GUARDRAIL WITH PRE-WEATHERED AND POLISHED WOOD TOP RAIL TYP.

12. INSULATED GLASS UNIT WITH HIGH PERFORMANCE LOW E COATING. BUTT JOINT SILICONE SEALANT IN LIEU OF ALUMINUM MULLIONS.
13. HORIZONTAL OR VERTICAL LOUVERS WITHIN UNITIZED CURTAIN WALL SYSTEM
14. STEEL FRAME TRELLIS STRUCTURE INTERGRATED WITH PENTHOUSE ROOF WITH PAINTED METAL FASCIA
15. PAINTED METAL CLADDING PANEL ON STICK BUILT WALL ASSEMBLY
16. SOLAR HOT WATER PANELS INTERGRATED WITH ROOF ARTICULATION (SEE ROOF PLAN)
17. CUSTOM PROFILE ALUMINUM FIN (FINISHED/PAINTED TO CURTAIN WALL METAL INFILL.)
18. CURVED INSULATED GLASS UNIT
19. CANTILEVERED CANOPY WITH WARM TONE PAINTED METAL CLADDING AND INTEGRATED LIGHTING.
20. POTENTIAL LOUVER ZONE FOR MECHANICAL. HORIZONTAL OR VERTICAL LOUVERS WITHIN UNITIZED METAL PANEL SYSTEM
21. PAINTED METAL ROOF FASCIA
22. OPERABLE WINDOWS

# DESIGN STUDIES EAST FRONTAGE

REFER TO CHAPTER 10 LIVING ROOF MEADOW



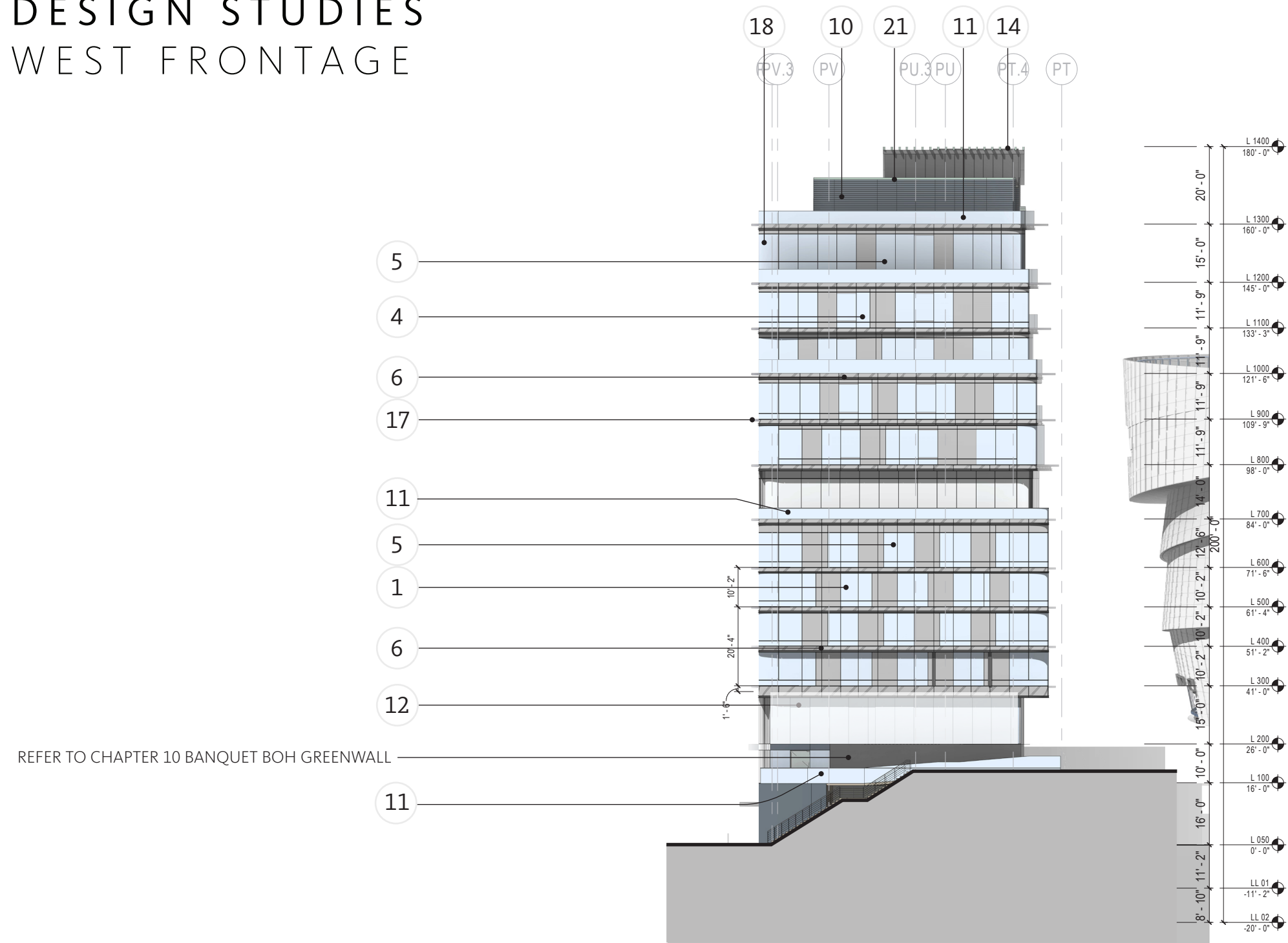
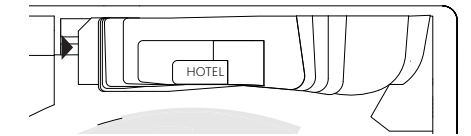
REFER TO CHAPTER 11\_ARCHITECTURAL MATERIALS & FINISHES

1. PAINTED VERTICAL MULLIONS (CAPLESS) TYP.
2. WARM TONE PAINTED METAL CEILING/SOFFIT AT TERRACES TYP.
- 3.STRUCTURAL COLUMN BEYOND. CLAD AND FINISHED TO MATCH INTERIOR DESIGN INTENT. (TBD)
4. GREY BACK PAINTED GLASS, INSULATED SPANDREL.
5. INSULATED GLASS UNIT WITH HIGH PERFORMANCE LOW E COATING.
6. CUSTOM SHAPED ALUMINUM PROFILE 1/8" THICK. EXTENDS FROM CURTAIN WALL UNIT AND TRANSLATES TO SLAB EDGE COVER AT THE TERRACE CONDITIONS. (PAINTED/ANODIZED DARK GREY)
7. PAINTED ALUMINUM FLASHING WITH INTEGRATED SLOT VENTILATOR.
8. METAL CURTAIN WALL PANEL INFILL. (PAINTED/ANODIZED GREY)
9. 9" TALL COMPOSITE STONE WALL BASE
10. PAINTED METAL MECHANICAL LOUVER SCREEN
11. STRUCTURAL GLASS GUARDRAIL WITH PRE-WEATHERED AND POLISHED WOOD TOP RAIL TYP.

12. INSULATED GLASS UNIT WITH HIGH PERFORMANCE LOW E COATING. BUTT JOINT SILICONE SEALANT IN LIEU OF ALUMINUM MULLIONS.
13. HORIZONTAL OR VERTICAL LOUVERS WITHIN UNITIZED CURTAIN WALL SYSTEM
14. STEEL FRAME TRELLIS STRUCTURE INTERGRATED WITH PENTHOUSE ROOF WITH PAINTED METAL FASCIA
15. PAINTED METAL CLADDING PANEL ON STICK BUILT WALL ASSEMBLY
16. SOLAR HOT WATER PANELS INTERGRATED WITH ROOF ARTICULATION (SEE ROOF PLAN)
17. CUSTOM PROFILE ALUMINUM FIN (FINISHED/PAINTED TO CURTAIN WALL METAL INFILL.)
18. CURVED INSULATED GLASS UNIT
19. CANTILEVERED CANOPY WITH WARM TONE PAINTED METAL CLADDING AND INTEGRATED LIGHTING.
20. POTENTIAL LOUVER ZONE FOR MECHANICAL. HORIZONTAL OR VERTICAL LOUVERS WITHIN UNITIZED METAL PANEL SYSTEM
21. PAINTED METAL ROOF FASCIA
22. OPERABLE WINDOWS

# DESIGN STUDIES

## WEST FRONTAGE



**REFER TO CHAPTER 11\_ARCHITECTURAL MATERIALS & FINISHES**

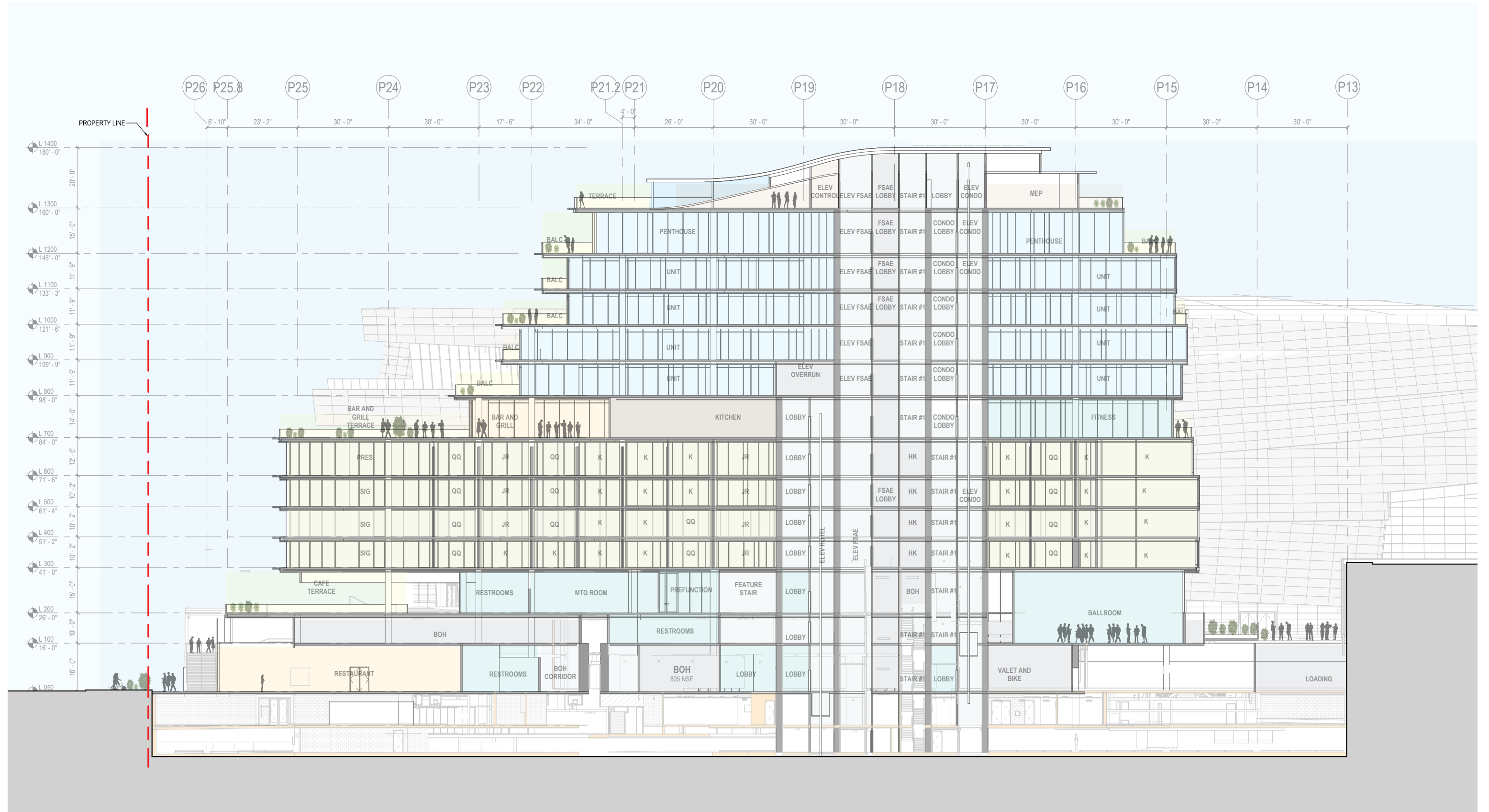
1. PAINTED VERTICAL MULLIONS (CAPLESS) TYP.
2. WARM TONE PAINTED METAL CEILING/SOFFIT AT TERRACES TYP.
- 3.STRUCTURAL COLUMN BEYOND. CLAD AND FINISHED TO MATCH INTERIOR DESIGN INTENT. (TBD)
4. GREY BACK PAINTED GLASS, INSULATED SPANDREL.
5. INSULATED GLASS UNIT WITH HIGH PERFORMANCE LOW E COATING.
6. CUSTOM SHAPED ALUMINUM PROFILE 1/8" THICK. EXTENDS FROM CURTAIN WALL UNIT AND TRANSLATES TO SLAB EDGE COVER AT THE TERRACE CONDITIONS. (PAINTED/ANODIZED DARK GREY)
7. PAINTED ALUMINUM FLASHING WITH INTEGRATED SLOT VENTILATOR.
8. METAL CURTAIN WALL PANEL INFILL. (PAINTED/ANODIZED GREY)
9. 9" TALL COMPOSITE STONE WALL BASE
10. PAINTED METAL MECHANICAL LOUVER SCREEN
11. STRUCTURAL GLASS GUARDRAIL WITH PRE-WEATHERED AND POLISHED WOOD TOP RAIL TYP.

12. INSULATED GLASS UNIT WITH HIGH PERFORMANCE LOW E COATING. BUTT JOINT SILICONE SEALANT IN LIEU OF ALUMINUM MULLIONS.
13. HORIZONTAL OR VERTICAL LOUVERS WITHIN UNITIZED CURTAIN WALL SYSTEM
14. STEEL FRAME TRELLIS STRUCTURE INTERGRATED WITH PENTHOUSE ROOF WITH PAINTED METAL FASCIA
15. PAINTED METAL CLADDING PANEL ON STICK BUILT WALL ASSEMBLY
16. SOLAR HOT WATER PANELS INTERGRATED WITH ROOF ARTICULATION (SEE ROOF PLAN)
17. CUSTOM PROFILE ALUMINUM FIN (FINISHED/PAINTED TO CURTAIN WALL METAL INFILL.)
18. CURVED INSULATED GLASS UNIT
19. CANTILEVERED CANOPY WITH WARM TONE PAINTED METAL CLADDING AND INTEGRATED LIGHTING.
20. POTENTIAL LOUVER ZONE FOR MECHANICAL. HORIZONTAL OR VERTICAL LOUVERS WITHIN UNITIZED METAL PANEL SYSTEM
21. PAINTED METAL ROOF FASCIA
22. OPERABLE WINDOWS



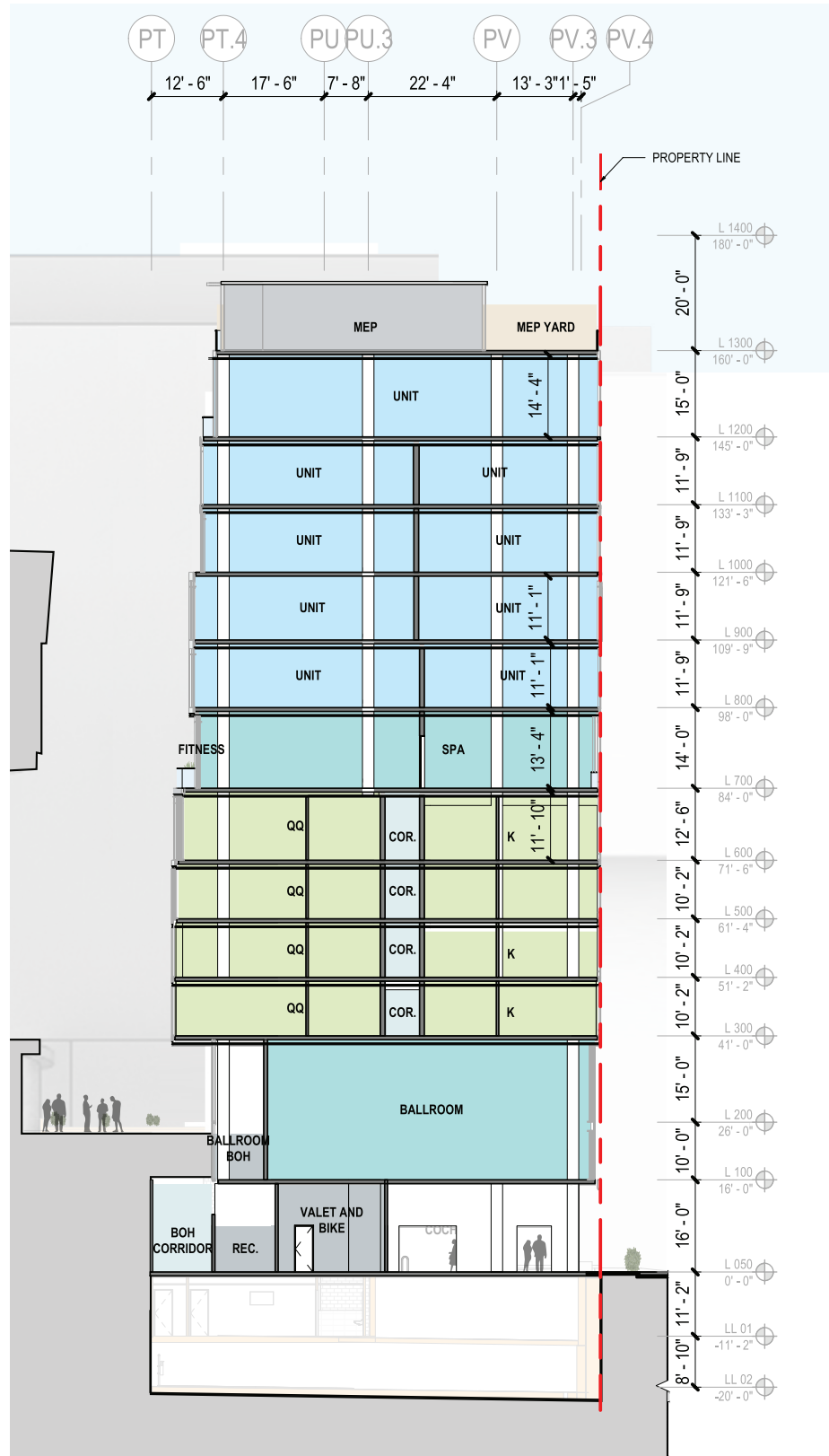
# FACADE ELEVATIONS & SECTIONS

## EAST WEST SECTION

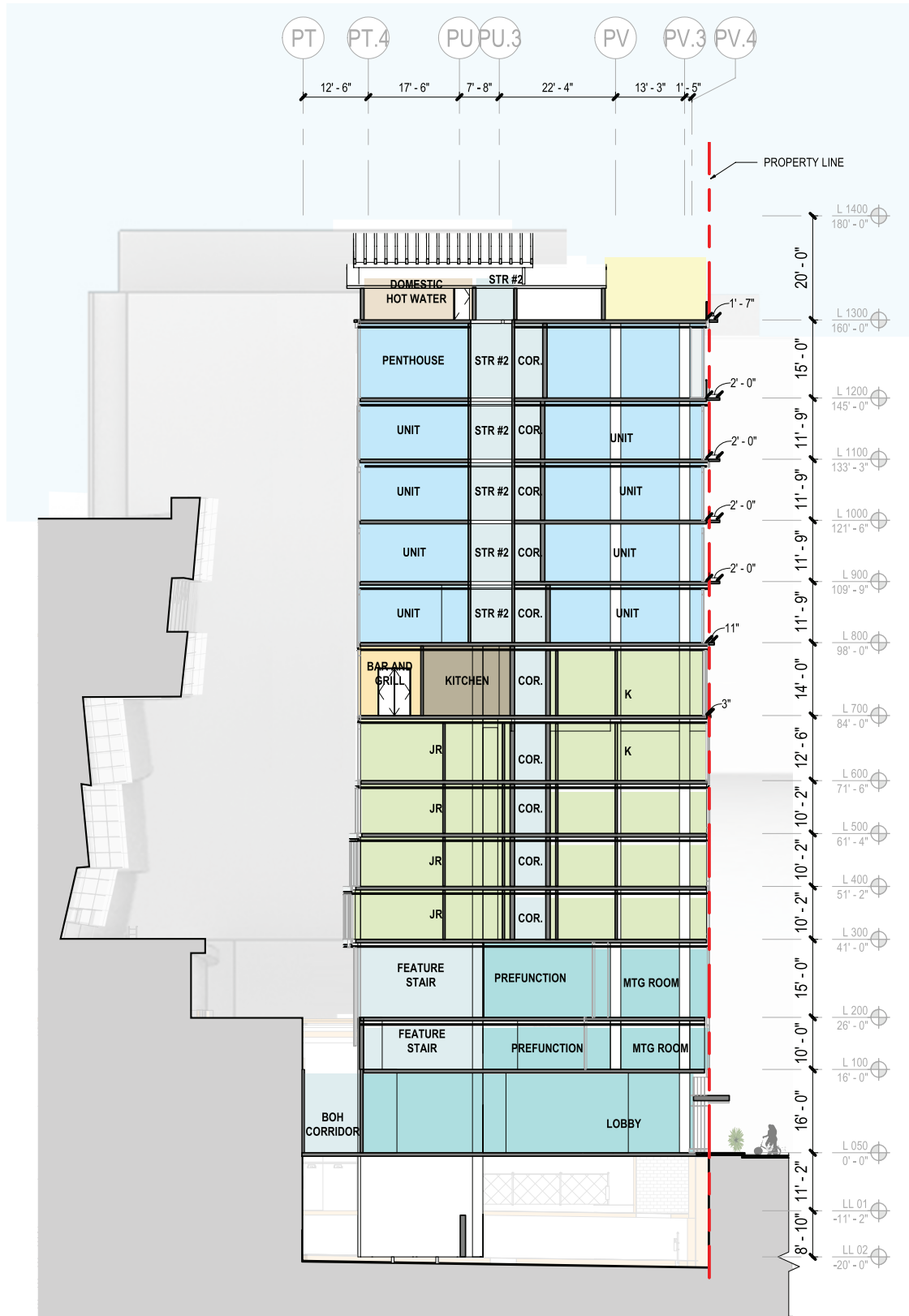


# FACADE ELEVATIONS & SECTIONS

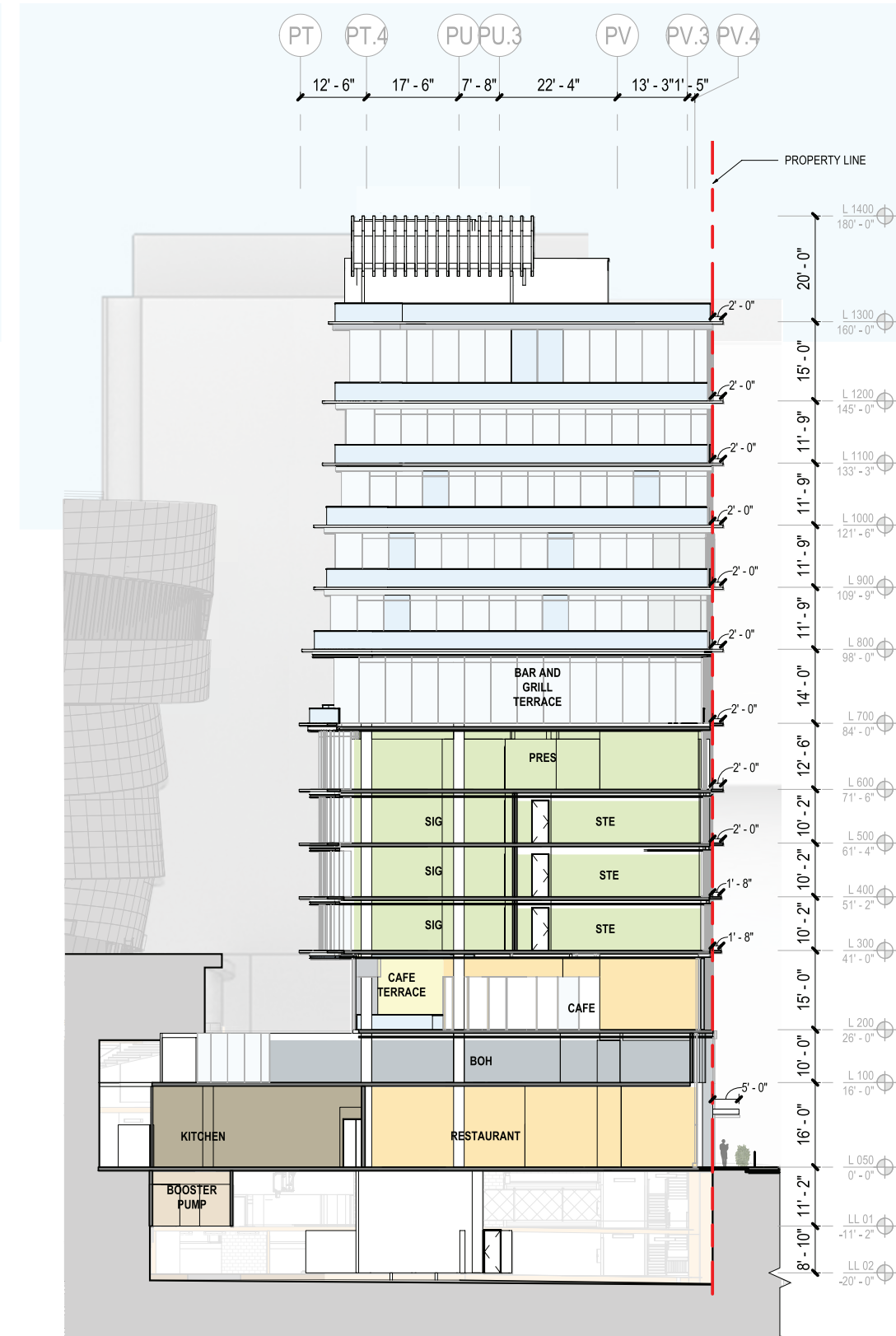
## NORTH SOUTH SECTION



1 ILLUSTRATIVE - BLDG SEC - TRANS @ Grid 16.3

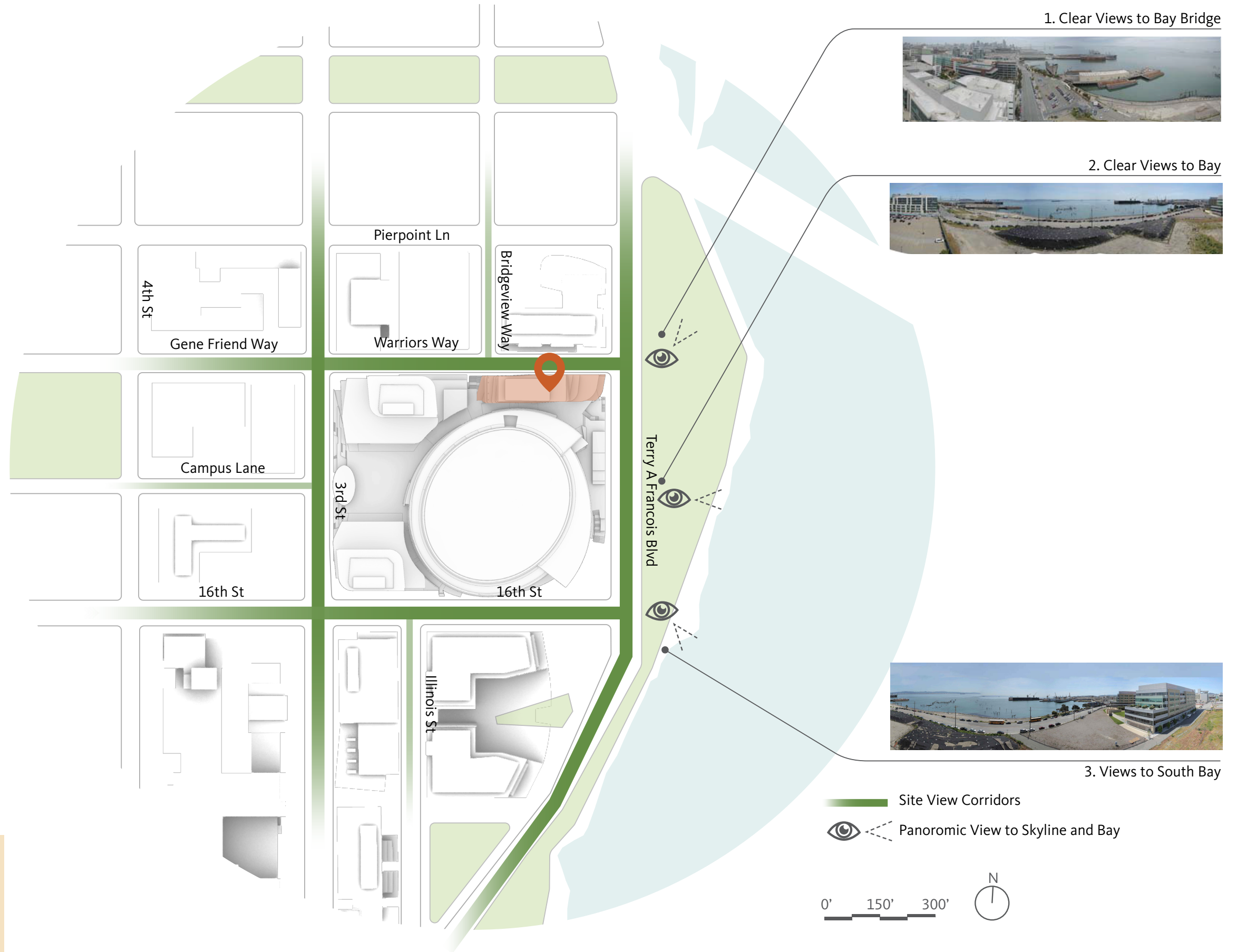


2 ILLUSTRATIVE - BLDG SEC - TRANS @ Grid 19.5



3 ILLUSTRATIVE - BLDG SEC - TRANS @ Grid 24.5

# URBAN/SITE CONTEXT VIEWS



## BEFORE AND AFTER VIEWS

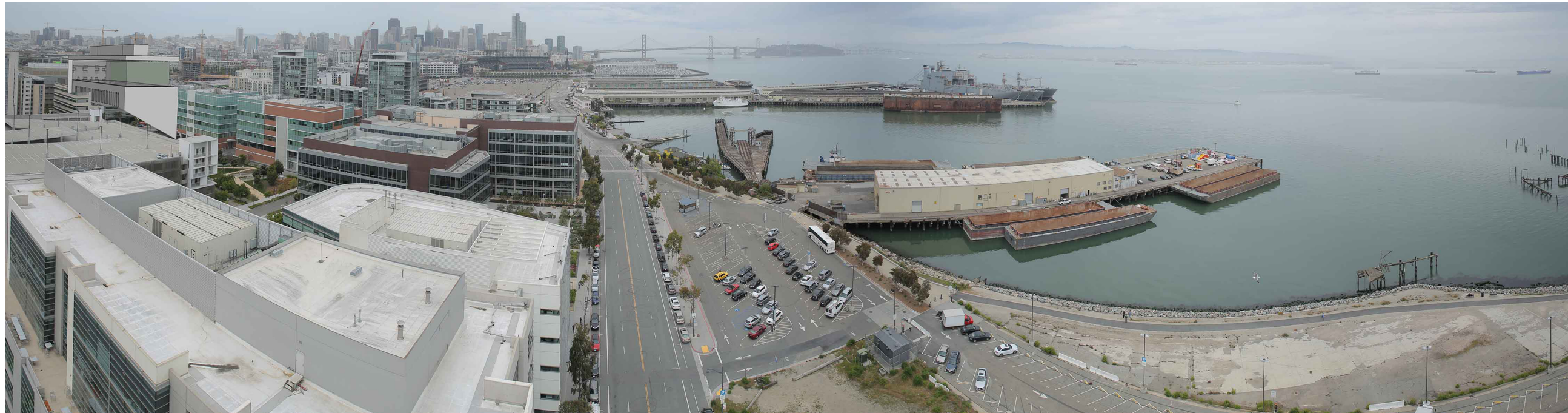
The images show views of Thrive City prior to construction and as completed today, in October 2019,



# URBAN/SITE CONTEXT VIEWS

1. Clear Views to Bay Bridge

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# URBAN/SITE CONTEXT VIEWS

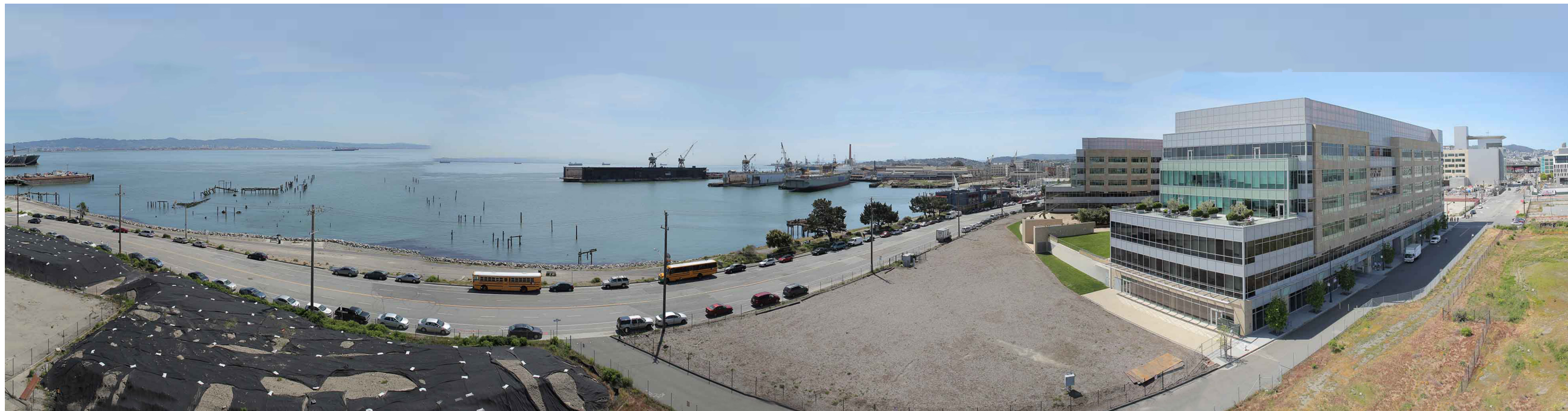
2. Clear Views to Bay

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3. Views to South Bay

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# URBAN/SITE CONTEXT VIEWS

PRECONSTRUCTION

Gene Friend Way & 3rd St



PRECONSTRUCTION

Warriors Way & Terry A Francois Blvd



CURRENT

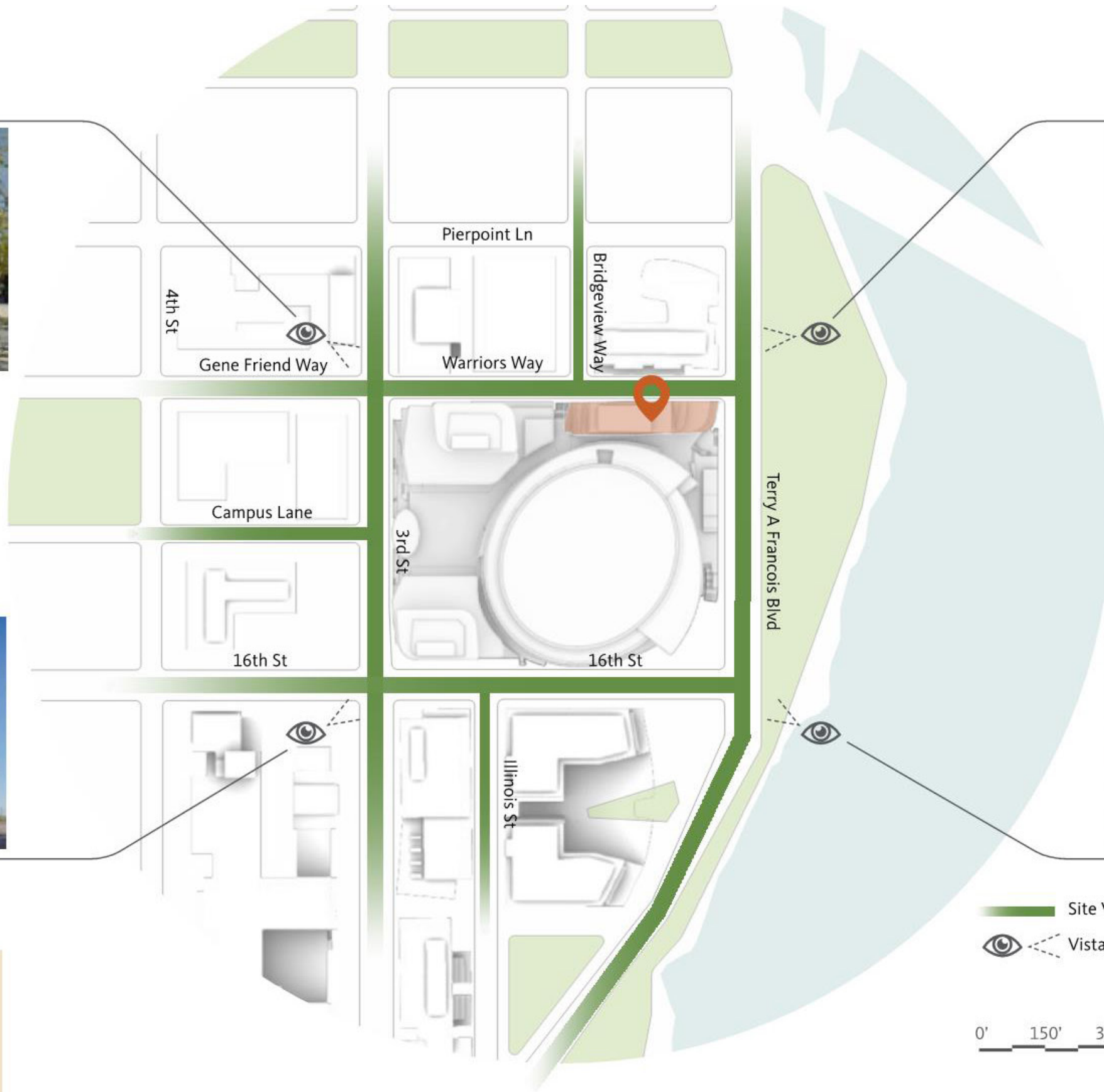


16th & 3rd St

CURRENT



16th St & Terry A Francois Blvd



Site View Corridors

Vista Points



**BEFORE AND AFTER VIEWS**  
The images show views of Thrive City prior to construction and as completed today, in October 2019,













# Addendum No. 1 to Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

## Final Subsequent Environmental Impact Report

**Date of Publication of Addendum:** May 13, 2020

**Date of Certification of Final Subsequent EIR:** November 3, 2015

**Lead Agency:** Office of Community Investment and Infrastructure  
 Successor Agency to the San Francisco Redevelopment Agency  
 One South Van Ness Avenue, 5th Floor  
 San Francisco, CA 94103

**Agency Contact:** José Campos      **Telephone:** (415) 749-2554

**Project Title:** Successor Agency Case No. ER 2014-919-97; Addendum #1  
 Mission Bay South Blocks 29-32

**Project Address:** 99 Warriors Way

**Project Sponsor:** GSW Hotel LLC

**Sponsor Contact:** Peter Bryan      **Telephone:** (510) 740-7559

### Determination:

The proposed project consists of policy changes and new construction. The policy changes would:

- amend the Mission Bay South Redevelopment Plan (“South Plan”) to permit Hotel and Residential uses on the project site, allocate up to 21 dwelling units to Blocks 29-30, increase the number of hotels permitted in the South Plan area, increase the total number of hotel rooms permitted in the South Plan area and allocate the increase of 230 hotel rooms to Blocks 29-30, increase the total leasable area of retail space permitted in the South Plan area from 335,000 square feet to 400,000 square feet, and increase the total City-serving retail allocated to Blocks 29-32 and 36 in Zone A from 20,700 leasable square feet to 85,700 leasable square feet<sup>1</sup> and allocate the increase, i.e., 65,000 of such leasable square feet, to Blocks 29-32. The increased retail square footage includes retail areas on Blocks 29-32 that were previously approved but excluded from the calculation of retail square footage under the South Plan definition of Gross Floor Area and outdoor retail areas that will be partially enclosed or covered;
- amend the Mission Bay South Design for Development document (“South D for D”) to permit the building’s height, allow a third tower on Blocks 29-32, reduce tower separation requirements between the proposed building and the Event Center, amend the Rooftop Recreation/Community Structures standards for Height Zone 5, permit the building’s bulk, confirm the users of Blocks 29-32 will share loading spaces, amend requirements for architectural projections, and other conforming amendments and clarifications; and

<sup>1</sup> Although Block 36 is not part of the project site, the South Plan includes an allocation of City-serving retail space in a portion of the South Plan’s Zone A that groups Block 36 with Blocks 29-32. The latter constitutes the project site but the proposed amendment would increase the total retail space allocation in the portion of Zone A that also encompasses Block 36, but would allocate the increase only to Blocks 29-32.

- amend the previously approved Major Phase Application and Basic Concept Design/Schematic Design for Blocks 29-32.

The proposed project as set forth in the proposed Basic Concept/Schematic Design application dated May 1, 2020 would construct a new, 160-foot-tall, mixed-use hotel, residential and retail building consisting of approximately 160,000 gross square feet (gsf) of hotel space (including associated uses such as a ballroom, meeting rooms, and a fitness center); 85,000 gsf of residential space; and up to 25,000 gsf of retail space.<sup>2</sup> The proposed project would include a hotel with up to 129 rooms and up to 21 dwelling units. However, the proposed amendments to the South Plan and the South D for D would permit future revisions to the proposed Basic Concept/Schematic Design to allow for a hotel with as few as 129 rooms or as many as 230 rooms, and as few as zero (0) dwelling units or as many as 21 dwelling units, provided that the total area of hotel and residential uses combined would not exceed approximately 245,000 gsf. Both the proposed project and any project variant with a different number of hotel rooms or dwelling units would also include up to approximately 25,000 gsf of retail space. This retail space would replace approximately 25,000 gsf of retail space that currently exists on the project site, resulting in no net new retail area on the project site from the construction of the proposed building. In addition, the increase in the total retail area on Blocks 29-32 caused by partially enclosing or covering approximately 6,300 gsf of certain existing patios would result in a total of approximately 117,200 gsf of retail area on Blocks 29-32, which is below the 125,000 gsf of retail studied in the Event Center FSEIR.

Since certification of the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report ("Event Center FSEIR"), no substantial changes have been made to the South Plan or the Event Center project, no substantial changes have occurred in the circumstances under which the South Plan or Event Center project would be undertaken, and no new information of substantial importance has emerged that would result in one or more significant effects not discussed in the Event Center FSEIR or an increase in any significant effects previously disclosed, and there are no new, or previously rejected as infeasible, mitigation measures or alternatives have been proposed that would substantially reduce one or more significant impacts that the project proponents have declined to adopt. As such, because none of the criteria set forth in CEQA Guidelines Section 15162 that would require subsequent environmental review have been triggered, the lead agency may approve the subsequent activities set forth as being within the scope of the Event Center FSEIR under CEQA Guidelines Section 15162 without the need for additional environmental documentation beyond this addendum.

*(The basis for this determination is provided on the following pages.)*

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

  
\_\_\_\_\_  
José Campos, OCII Environmental Review Officer,  
Successor Agency to the San Francisco  
Redevelopment Agency

\_\_\_\_\_  
May 13, 2020  
Date of Determination

<sup>2</sup> Consistent with the Event Center FSEIR, the CEQA analyses are based on gross square footage. However, the Mission Bay South Redevelopment Plan permits development based on an adjusted gross square footage definition ("Gross Floor Area") and a leasable square footage definition ("Leasable Floor Area"). Gross Floor Area and Leasable Floor Area as defined in the Mission Bay South Redevelopment Plan for this project would be less than the gross square footage presented in this environmental document.

## Background

### Mission Bay South Redevelopment Plan Approval Process and Prior Environmental Review

On August 23, 1990, the San Francisco Board of Supervisors certified the Mission Bay Final Environmental Impact Report (the “1990 FEIR”).<sup>3</sup> The 1990 FEIR assessed the development program that was ultimately adopted as the Mission Bay Plan, an Area Plan of the San Francisco General Plan. In 1996-97, the former Redevelopment Agency of the City and County of San Francisco (“Redevelopment Agency”), with Catellus Development Corporation as project sponsor, proposed a new project for the Mission Bay area, consisting of two separate redevelopment plans (Mission Bay North Redevelopment Plan and Mission Bay South Redevelopment Plan) (“North Plan” and “South Plan” or, collectively, the “Plans”) in two redevelopment project areas separated by the China Basin Channel.

On September 17, 1998, the San Francisco Planning Commission and the former Redevelopment Agency Commission certified the Mission Bay Final Subsequent Environmental Impact Report (“Mission Bay FSEIR”).<sup>4</sup> The San Francisco Board of Supervisors affirmed the certification of the Mission Bay FSEIR by the Planning Commission and the former Redevelopment Agency Commission on October 19, 1998.<sup>5</sup> The Mission Bay FSEIR analyzed reasonably foreseeable development under the Plans. It incorporated by reference information from the original 1990 FEIR that continued to be accurate and relevant for analysis of the Plans. Thus, the 1990 FEIR and the Mission Bay FSEIR together constitute the environmental documentation for the Plans. The 1990 FEIR and Mission Bay FSEIR are program Environmental Impact Reports under CEQA Guidelines 15168 and redevelopment plan EIRs under CEQA Guidelines 15180.

The former Redevelopment Agency Commission adopted the North and South Plans on September 17, 1998, along with the Mission Bay North Owner Participation Agreement (as subsequently amended, the “North OPA”) and Mission Bay South Owner Participation Agreement (as subsequently amended, the “South OPA”), which are between the former Redevelopment Agency, now the Office of Community Investment and Infrastructure (“OCII”) as the successor agency to the former Redevelopment Agency, and the Mission Bay Master Developer (originally Catellus Development Corporation and now FOCIL-MB, LLC, the successor to Catellus Development Corporation).<sup>6</sup> The land uses in the adopted Plans are generally illustrated in **Figure 1**, which also depicts the project site.<sup>7</sup>

<sup>3</sup> Planning Department Case No. 86.505E.

<sup>4</sup> Planning Department Case No. 96.771E, Redevelopment Agency Case No. ER 919-97.

<sup>5</sup> Resolution No. 14696.

<sup>6</sup> Resolution No. 191-98, and No. 188-98, respectively.

<sup>7</sup> It should be noted that the land use program in the adopted Plans was developed from the proposed Plan plus a combination of Plan variants described and analyzed in the Mission Bay FSEIR. Specifically, the adopted Mission Bay North and South Redevelopment Plans were based on the Plan description in the Mission Bay FSEIR, plus Variant 1 (Terry A. François Boulevard Variant/Expanded Bayshore Open Space Proposal), Variant 2 (Esprit Commercial Industrial/Retail Variant), Variant 3A (Modified No Berry Street Crossing Variant), and Variant 5 (Castle Metals Block Commercial Industrial/Retail Variant). The adopted Plans were described in the Mission Bay FSEIR Chapter III, Project Description, and Section VII.G, Combination of Variants Currently under Consideration by the Project Sponsors. The Mission Bay FSEIR concluded that the environmental effects of the combination of Plan variants would be similar to those of the proposed Plan, and consequently, would not result in any new or substantially more severe significant effects identified in the Mission Bay FSEIR for the proposed project.



SOURCE: OCII, 2020

Warriors Hotel Addendum

**Figure 1**  
Location Map and Project Site



The South Plan has been amended twice. The first amendment, in 2013, permitted residential use on Block 1 and permitted a previously approved hotel on Block 1 to have fewer rooms if a residential use was developed. The second amendment, in 2018, allowed the removal of a 0.3 acre parcel known as P20 from the Plan area, in conjunction with the City's approval of the Mission Rock mixed-use project on the Port of San Francisco's adjacent Seawall Lot 337.

The North and South OPAs incorporated into the Plans the mitigation measures identified in the Mission Bay FSEIR and adopted by the former Redevelopment Agency Commission at the time the Plans were approved.<sup>8</sup> As authorized by the Plans, the former Redevelopment Agency Commission simultaneously adopted design guidelines and standards governing development, contained in companion documents, the Design for Development for the Mission Bay North Project Area (the "North D for D") and the Design for Development for the Mission Bay South Project Area (the "South D for D"), respectively.<sup>9</sup> The San Francisco Board of Supervisors adopted the North D for D on October 26, 1998, and the South D for D on November 2, 1998.<sup>10</sup> The South OPA, which is a development contract between the Mission Bay Master Developer and the former Redevelopment Agency, has been amended six times: the first amendment dated February 17, 2004, the second dated November 1, 2005, the third dated May 21, 2013, the fourth dated June 4, 2013, the fifth dated April 29, 2014, and the sixth dated July 26, 2018. The South D for D has been amended five times: on February 17 and March 16, 2004; on March 17 and November 3, 2015; and on June 5, 2018.

The Redevelopment Agency or OCII has prepared nine addenda to the Mission Bay FSEIR (completed between 2000 and 2013) for specific developments within Mission Bay that required additional environmental review of specific issues beyond those that were covered in the Mission Bay FSEIR. These addenda are as follows:

- The first addendum, dated March 21, 2000, analyzed the ballpark parking lots.
- The second addendum, dated June 20, 2001, addressed Infrastructure Plan revisions related to the 7th Street bike lanes and relocation of a storm drain outfall.
- The third addendum, dated February 10, 2004, addressed amendments to the South D for D with respect to the maximum allowable number of towers, tower separation, and required setbacks.
- The fourth addendum, dated March 9, 2004, addressed amendments to the South D for D with respect to the permitted maximum number of parking spaces for biotechnical and similar research facilities, and specified certain changes to the North OPA to reflect a reduction in permitted commercial development and associated parking.
- The fifth addendum, dated October 4, 2005, addressed revisions to the University of California San Francisco (UCSF) Long Range Development Plan and the Final Environmental Impact Report for the Long Range Development Plan.
- The sixth addendum, dated September 10, 2008, addressed revisions of the UCSF Medical Center at Mission Bay.

<sup>8</sup> North and South OPAs, Attachment L.

<sup>9</sup> Resolution No. 191-98 and Resolution No. 186-98, respectively.

<sup>10</sup> Ordinance No. 327098 North and South OPAs, Attachment L and Ordinance No. 335-98, respectively.



- The seventh addendum, dated January 7, 2010, analyzed the development of a Public Safety Building on Mission Bay Block 8 to accommodate the headquarters of the San Francisco Police Department, relocation of Southern Police Station to the new building from the Hall of Justice, a new San Francisco Fire Department station, and adaptive reuse of historic Fire Station 30, along with parking for these uses.
- The eighth addendum, dated May 15, 2013, analyzed amendments to the South Plan and South OPA to allow a mix of hotel, residential, and retail uses on Block 1.
- The ninth addendum, dated May 30, 2013, addressed development on Block 7E for a facility housing extended stay bedrooms and associated facilities to support families of patients receiving medical treatment primarily at UCSF's medical facilities.

## **Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Approval Process and Final Subsequent Environmental Impact Report**

On November 3, 2015, the Commission on Community Investment and Infrastructure certified the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report ("Event Center FSEIR") for a multi-purpose event center ("Event Center") and a variety of mixed uses, including office, retail, open space, and structured parking.<sup>11</sup> On the same day, OCII approved a new Major Phase for Blocks 29-32 a Basic Concept Design/Schematic Design for Blocks 29-32 and amendments to the Mission Bay South Design for Development, Streetscape Plan and Signage Master Plan. On December 8, 2015, the San Francisco Board of Supervisors rejected an appeal of this certification of the Event Center FSEIR, and on November 29, 2016 the California Court of Appeal published *Mission Bay Alliance v. Office of Community Investment & Infrastructure*, 6 Cal. App. 5th 160 (Ct. App. 2016), upholding the certification of the Event Center FSEIR.

## **Successor Agency/Oversight Board Jurisdiction**

The former San Francisco Redevelopment Agency, along with all 400 redevelopment agencies in California, was dissolved on February 1, 2012, by order of the California Supreme Court in a decision issued on December 29, 2011 (*California Redevelopment Association et al. v. Ana Matosantos*). On June 27, 2012, the California Legislature passed, and the Governor signed Assembly Bill (AB) 1484, a bill making technical and substantive changes to AB 26, which was the original bill that resulted in the dissolution of all redevelopment agencies. (Together, AB 26 and AB 1484 are referred to as "Redevelopment Dissolution Law," which is codified at California Health and Safety Code Sections 34161 – 34191.5). In response to Redevelopment Dissolution Law, the San Francisco Redevelopment Agency was dissolved and succeeded by the Successor Agency to the Redevelopment Agency of the City and County of San Francisco ("Successor Agency"), commonly known as the Office of Community Investment and Infrastructure (OCII). Pursuant to state and local legislation, the Successor Agency is governed by the Commission on Community Investment and Infrastructure, which is overseen by the Oversight Board on certain matters as set forth in the Redevelopment Dissolution Law.

On January 24, 2012, the Board of Supervisors of the City and County of San Francisco adopted Resolution No. 11-12 in response to the Supreme Court's December 29, 2011 decision upholding AB 26. On October 2, 2012, the Board of Supervisors adopted Ordinance No. 215-12 in response to the Governor's approval of AB 1484. Together, these two local laws ("Successor Agency Legislation") create the governing

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<sup>11</sup> Planning Department Case No. 2014.1441E.

structure of OCII. Pursuant to the Successor Agency Legislation, the Commission on Community Investment and Infrastructure exercises certain land use, development and design approval authority for the Mission Bay North and Mission Bay South Plan areas (and other major development projects), and the OCII Oversight Board exercises certain fiscal oversight and other duties required under Redevelopment Dissolution Law. The State Department of Finance (DOF) retains authority over certain proposed transactions, including the authority to review all Oversight Board actions.

## **South Plan Area Development Controls**

The primary development controls for the Mission Bay South Redevelopment Plan Area (“South Plan Area”) are the South Plan and the South D for D, which together specify development standards for Blocks 29-32, including standards and guidelines for height, setbacks, and lot coverage. In accordance with Redevelopment Dissolution Law, when the Board of Supervisors approved the South Plan in 1998, land use and zoning approvals within Mission Bay came under the jurisdiction of the former Redevelopment Agency, now OCII, as described above. Together, the South Plan and South D for D constitute the regulatory land use framework for the project site, and they supersede the San Francisco Planning Code, except as otherwise specifically provided in those documents and associated documents for implementing the Plans.

The infrastructure serving the South Plan Area is provided by the master developer, FOCIL-MB, LLC, consistent with the South OPA, including the Mission Bay South Infrastructure Plan (Attachment D to the South OPA). The South OPA includes triggers for the phasing of required infrastructure improvements based on adjacency, ratios, and performance standards to ensure that the master developer phases the required infrastructure to match the phasing of private development occurring on adjacent blocks.

In addition to the South Plan and South D for D, the other major development controls that apply to the project site include:

- Applicable mitigation measures included in the Event Center FSEIR (attached to this Addendum as Exhibit A);
- All other associated adopted plans and documents that apply in the South Plan Area under the Plan and South OPA, such as the 1999 Mission Bay Risk Management Plan, with amendments (including Article 22A of the San Francisco Health Code for analyzing soils for hazardous waste), Mission Bay South Streetscape Master Plan, and Mission Bay South Signage Master Plan; and
- Other adopted City plans and regulations that apply in the South Plan Area, such as the San Francisco Building Code; Chapter 7 of the San Francisco Environment Code, “Resource Efficiency Requirements,” and any engineering requirements applicable under City Code to the development.

Relevant portions of the South Plan and South D for D as they pertain to Blocks 29-32 are described below.

### **South Plan Development Controls for Blocks 29-32**

In addition to providing overall planning objectives for the Plan area, the South Plan designates land uses for Blocks 29-32 as described below.

The South Plan assigns a land use designation of Commercial Industrial/Retail (Attachment 3 of the South Plan) to Blocks 29-32. The South Plan provides for either principal or secondary uses at this site. Principal uses are permitted in accordance with the Plan's provisions, and secondary uses are permitted provided that such secondary uses generally conform with redevelopment objectives and planning and design controls established pursuant to the Plan. The OCII Environmental Review Officer must make a determination that secondary uses make a positive contribution to the character of the Plan area, and that the secondary use "will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community."

The South Plan identifies the following principal uses under the Commercial Industrial/Retail land use designation applicable to Blocks 29-32: manufacturing, including office space and administrative uses associated therewith, software development and multimedia, medical and biotechnical research, and other types of manufacturing; institutions; retail sales and services; arts activities and spaces; office use; home and business services; animal care; wholesaling; automotive; and other uses (e.g., greenhouse, nursery, open recreation and outdoor activity areas, parking, walk-up facilities, and certain telecommunications-related facilities). The following secondary uses are permitted: certain institutions, assembly and entertainment, and other uses (public structure or use of a nonindustrial character).

The South Plan also describes general controls and limitations for development and sets limits on leasable square footages of various uses within defined zones within the Plan area, including for Blocks 29-32. The Plan sets a maximum floor area ratio of 2.9 to 1 for the Commercial Industrial and Commercial Industrial/Retail districts (excluding Zones B through D), while the maximum building height within the South Plan area is 160 feet. The South Plan further indicates that within the limits, restrictions, and controls established in the Plan, OCII is authorized to establish height limits of buildings, land coverage, density, setback requirements, design and sign criteria, traffic circulation and access standards and other development and design controls in the South D for D. Accordingly, the approved maximum building height on the project site, as established in the South D for D, is 90 feet (with the exception of an Event Center, which is not to exceed 135 feet) on the portion of the project site on Block 30, and is 160 feet on the portion of the project site on Block 29.

### ***South Design for Development Controls for Blocks 29-32***

The Mission Bay South D for D, a companion document to the South Plan, contains the design standards and design guidelines applicable to Blocks 29-32. The project site is within Height Zone-5, which specifies that 10 percent of the developable area (within the entire height zone) may be occupied by a maximum of four towers up to 160 feet in height (two of which must be on Blocks 29 or 31), and the remaining 90 percent of the development could be at a maximum of 90 feet (with the exception of an Event Center, which is not to exceed 135 feet). Within Height Zone-5, Blocks 29-32 are subject to additional restrictions in that no towers are allowed on Blocks 30 or 32.

### **Existing Conditions**

Before 1998, Mission Bay was characterized by low-intensity industrial development and vacant land. Since adoption of the Plans in 1998, Mission Bay has undergone redevelopment into a mixture of residential, commercial (light industrial, research and development, labs and offices), retail, and educational/institutional uses and open space. As of May 2020, 5,908 housing units (including 1,310 affordable units) of the planned 6,514 housing units within Mission Bay (roughly 91 percent) are



complete, with another 152 affordable units under construction. Regarding office and laboratory space, approximately 3.1 million square feet of the planned 3.5 million square feet in the overall Mission Bay Plans area (approximately 88 percent) is complete. Approximately 539,000 of the 560,000 planned Leasable square feet of retail space (approximately 96 percent) is also complete, and the new Golden State Warriors' Event Center has been constructed on the current project site. Twenty-three acres of parks and open space of the planned 41 acres within Mission Bay are complete (approximately 57 percent) with 7 acres under construction and 10 acres planned. The South Plan area also includes the new University of California-San Francisco Medical Center and associated development.

### **Blocks 29-32**

As shown in Figure 1, the project site consists of Assessor's Block 8722, Lot 025. The project site is bounded by Warriors Way (previously South Street) to the north, the existing Event Center to the south, an office tower on Block 29 to the west, and Terry A. François Boulevard to the east. The site is currently occupied by a retail component of the Event Center development.

## **Project Description**

### **Project Characteristics**

The proposed project consists of policy changes and new construction. The project sponsor (GSW Hotel LLC) is seeking policy changes including:

- amendment of the South Plan to permit Hotel (including associated uses such as retail, banquet, and meeting rooms) and Residential uses on the project site, allocate up to 21 dwelling units to Blocks 29-30, increase the number of hotels permitted in the South Plan area, increase the total number of hotel rooms permitted in the South Plan area and allocate the increase of 230 hotel rooms to Blocks 29-30, increase the total leasable square footage of retail space from 335,000 to 400,000, and increase the total City-serving retail on Blocks 29-32 and 36 in Zone A from 20,700 leasable square feet to 85,700 leasable square feet and allocate the increase, i.e., 65,000 of such leasable square feet, to Blocks 29-32. The increased retail square footage includes retail areas that were previously approved but excluded from the calculation of retail square footage under the South Plan definition of Gross Floor Area and outdoor retail areas that will be partially enclosed or covered;
- amendment of the South D for D to permit the building's height, allow a third tower on Blocks 29-32, reduce tower separation requirements between the proposed building and the Event Center, amend the Rooftop Recreation/Community Structures standards for Height Zone 5, permit the building's bulk, confirm that the users of Blocks 29-32 will share loading spaces, amend requirements for architectural projections, and other conforming amendments and clarifications;
- amendment of the previously approved Major Phase Application for Blocks 29-32; and
- approval of a Basic Concept Design/Schematic Design.

The proposed project as set forth in the proposed Basic Concept/Schematic Design application would construct a new, 160-foot-tall mixed-use hotel, residential and retail building consisting of approximately 160,000 gross square feet (gsf) of hotel space (including associated uses such as a ballroom, meeting

rooms, and a fitness center); 85,000 gsf of residential space; and up to 25,000 gsf of retail space. The proposed project would include a hotel with up to 129 rooms and up to 21 dwelling units. However, the proposed amendments to the South Plan and the South D for D would permit future revisions to the proposed Basic Concept/Schematic Design to allow for a hotel with as few as 129 rooms or as many as 230 rooms, and as few as zero (0) dwelling units or as many as 21 dwelling units, provided that the total area of hotel and residential uses combined would not exceed approximately 245,000 gsf. The project variant analyzed herein includes 230 hotel rooms and 0 dwelling units. Both the proposed project and any project variant with a different number of hotel rooms or dwelling units would also include up to approximately 25,000 gsf of retail space. This retail space would replace approximately 25,000 gsf of retail space that currently exists on the project site, resulting in no net new retail area on the project site from the construction of the proposed building. In addition, the increase in the total retail area on Blocks 29-32 caused by partially enclosing or covering approximately 6,300 gsf of certain existing patios would result in a total of approximately 117,200 gsf of retail area on Blocks 29-32, which is below the 125,000 gsf of retail studied in the Event Center FSEIR. **Table 1** below depicts the proposed retail areas in relation to the retail areas analyzed in the Event Center FSEIR.

**TABLE 1  
BLOCKS 29-32 RETAIL AREA SUMMARY**

Retail Area	Size
<b>Total Blocks 29-32 Retail area analyzed in 2015 Event Center FSEIR</b>	<b>125,000 gsf</b>
Total Blocks 29-32 as-built Retail areas	110,853 gsf
Patios to be partially enclosed or covered thereby converted to Retail*	6,298 gsf
<b>Total Blocks 29-32 as-built Retail areas, including patios to be enclosed or covered</b>	<b>117,151 gsf</b>
Existing Retail areas to be demolished for proposed project/project variant**	(25,044) gsf
Approximate maximum proposed project/project variant Retail area***	25,000 gsf
<b>Total Blocks 29-32 Retail area after construction of proposed project/project variant, including patios to be enclosed or covered****</b>	<b>117,107 gsf</b>

NOTES: gsf = gross square feet

\* Space 11 (2,627 gsf), 14 (956 gsf), 23 (2,139 gsf) and 29 (576 gsf) patios to be partially enclosed or covered.

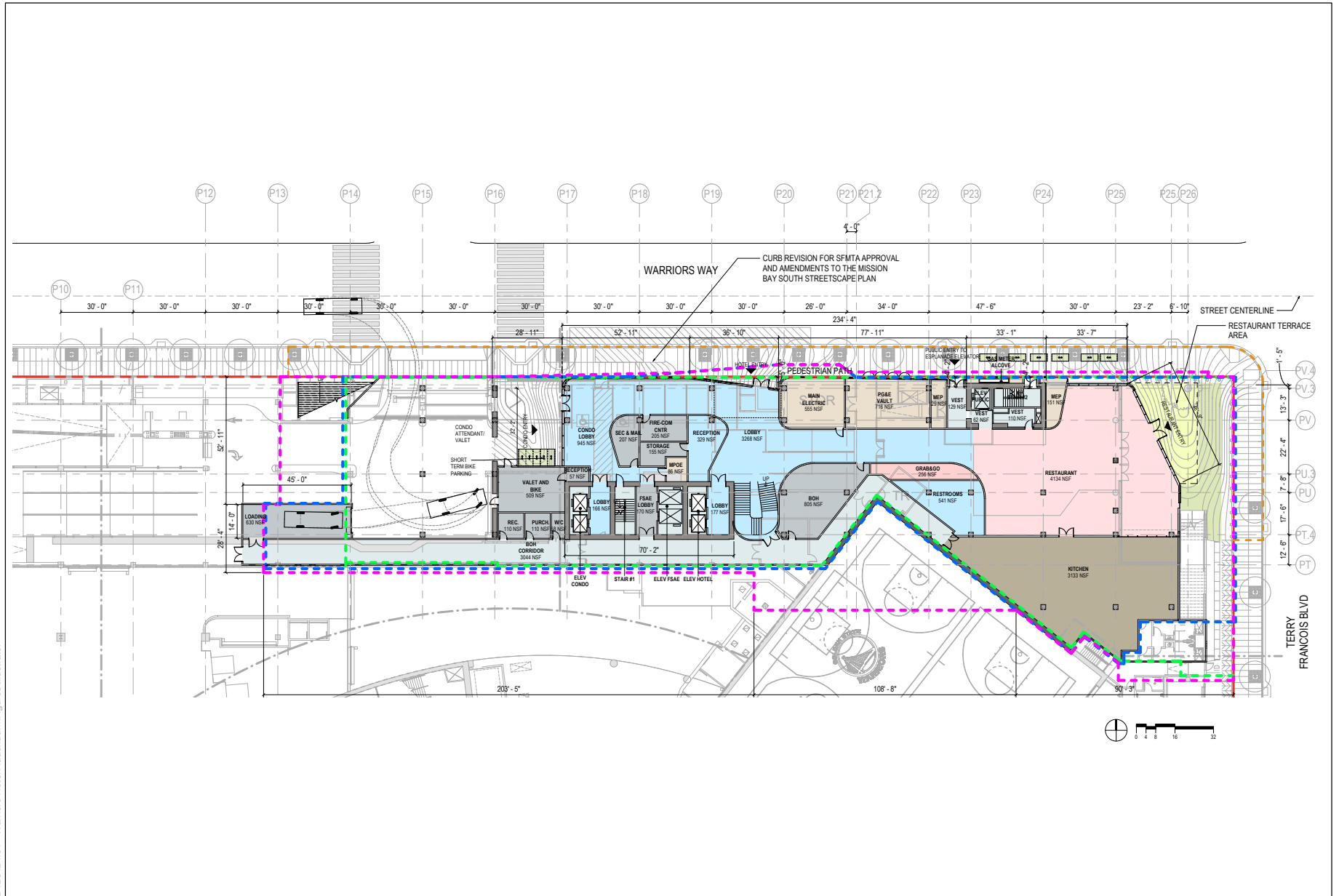
\*\* South Street Esplanade (5,277 gsf) and Northeast Corner (19,767 gsf) Retail areas.

\*\*\* Includes restaurant, bar, grill, café, spa, and sundry Retail areas.

\*\*\*\* Uses that are ancillary to the Hotel use, such as the ballroom, meeting areas, and fitness center, are included in the total Hotel area, not the Retail area.

The proposed ground floor plan is presented in **Figure 2** and building section is shown in **Figure 3**.

The 13-story building would consist of a seven-story, 84-foot-tall podium with a 6-story tower above, with a maximum height of 160 feet (not including rooftop mechanical enclosures). Four stories would be devoted to hotel rooms, five stories to condominiums, and four stories to amenities (e.g., spa and fitness, meeting rooms, retail). The building would also include a 20-foot-tall screened mechanical penthouse; the roof of the mechanical penthouse would be a maximum of 180 feet above street elevation. **Table 2** presents the proposed project and variant characteristics.



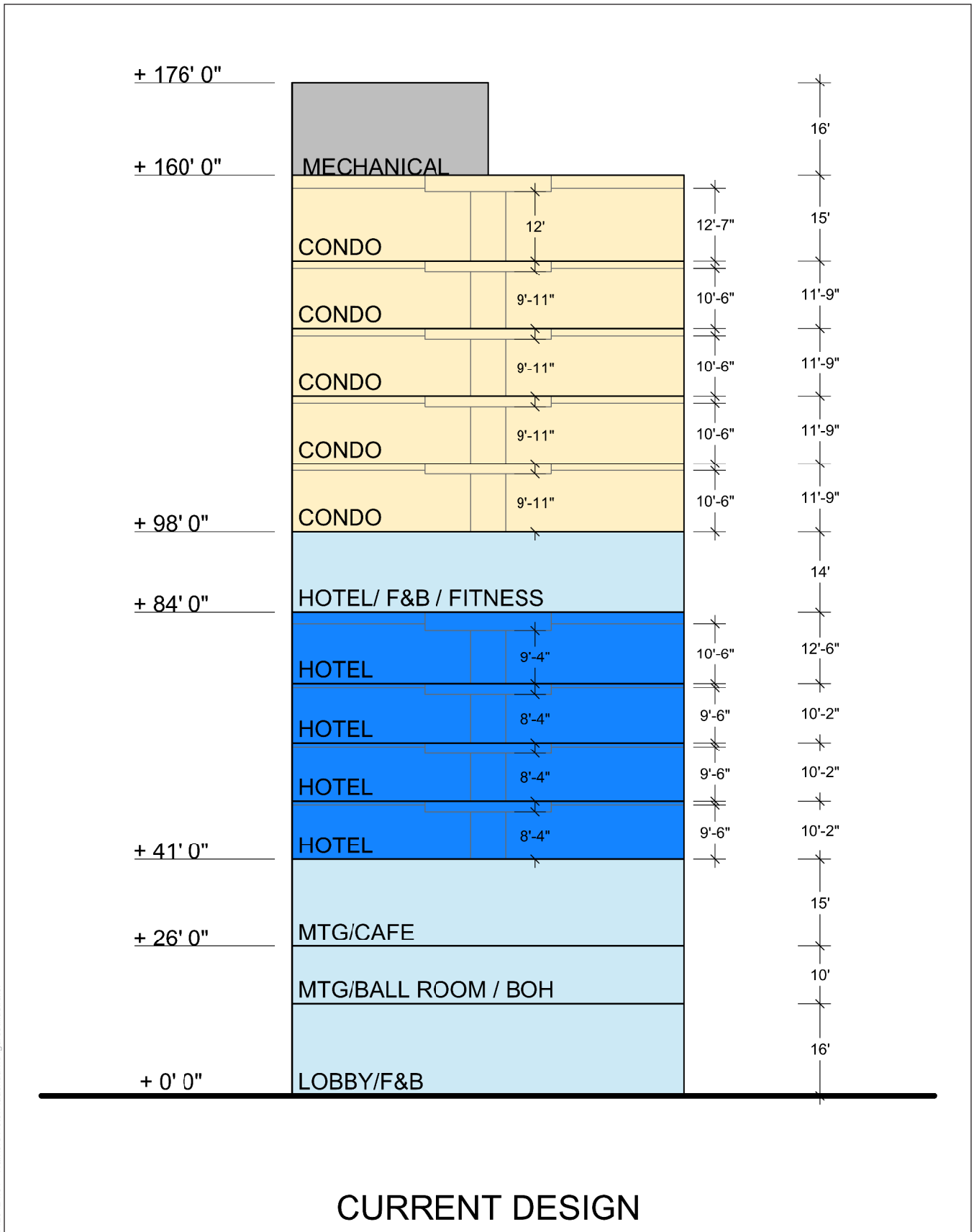
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SOURCE: Gensler, 2020

Warriors Hotel Addendum

**Figure 2**  
Ground Floor Plan





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SOURCE: Gensler, 2020

Warriors Hotel Addendum

**Figure 3**  
Building Section



**TABLE 2  
PROJECT AND PROJECT VARIANT CHARACTERISTICS**

<b>Proposed Uses</b>	<b>Project</b>	<b>Project Variant</b>
Hotel	Up to 160,000 gsf / 129 rooms	Up to 245,000 gsf / 230 rooms
Residential	Up to 85,000 gsf / 21 units	0 gsf / 0 units
Retail	Up to 25,000 gsf	Up to 25,000 gsf
<b>Total Building</b>	<b>270,000 gsf</b>	<b>270,000 gsf</b>
Open Space	TBD	TBD
Parking Spaces	No parking required <sup>a</sup>	No parking required <sup>a</sup>
Bicycle Parking Spaces	37 <sup>b</sup>	33 <sup>c</sup>
Commercial Loading Spaces	1 <sup>d</sup>	1 <sup>d</sup>
Tour Bus Loading Spaces	0	1 <sup>e</sup>
Number of Stories	13	13
Height	180 feet maximum tower height <sup>f</sup> 84 feet podium height	180 feet maximum tower height <sup>f</sup> 84 feet podium height

NOTES: gsf = gross square feet

<sup>a</sup> 923 parking spaces were constructed as part of Event Center. Hotel/residential allocation through private agreement among users would reduce the number of parking spaces to 907.

<sup>b</sup> 22 short-term spaces (Class II) and 15 Class I long-term spaces (i.e., lockable).

<sup>c</sup> 27 Class II spaces and 6 Class I spaces.

<sup>d</sup> One loading space provided as part of the proposed project and project variant. Additional loading spaces available in the existing Event Center garage and shared with the other uses of Blocks 29-32.

<sup>e</sup> Located along the south side of Warriors Way

<sup>f</sup> 160-foot-tall building plus 20-foot-tall mechanical penthouse.

SOURCE: GSW Hotel LLC, 2020

### ***Circulation, Parking, and Loading***

The project site is located on the corner of Warriors Way and Terry A. François Boulevard, both of which would provide vehicular access to the project site. Pedestrian access to the proposed building would be provided through condominium and hotel lobbies on Warriors Way and a restaurant entry on Terry A. François Boulevard. No new parking would be provided on-site. Project residents and hotel guests would have access to the adjacent Event Center garage, based on parking space availability, which has an entrance at 99 Warriors Way, while project visitors would generally park at the off-site parking structure on the north side of the street, at 450 Warriors Way.

The project sponsor is intending to request that SFMTA designate 100 feet of the existing 240-foot-long white zone on the south side of Warriors Way as an accessible passenger drop-off and pick-up area for the use of hotel guests and residents. The white zone would include a 20-foot-long accessible aisle, which would encroach five feet from the curb onto the existing sidewalk; about 7.5 feet would remain available for pedestrian access. The white zone would be extended by 30 to 50 feet under the project variant and two 20-foot-long accessible aisles would be provided. The project variant would also accommodate one 45-foot-long tour bus loading space on the south side of Warriors Way. No other changes to the existing sidewalk or driveway configuration would be undertaken as part of the proposed project or variant.

Commercial loading would be provided in a minimum 35-foot-long by 10-foot-wide on-site loading space accessible from Warriors Way. If the loading space is occupied, additional vehicles would need to use the existing loading spaces available at the Event Center underground dock or nearby on-street loading

spaces. An existing 140-foot-long zone yellow zone is located on the south side of Warriors Way, adjacent to the project site and near the intersection of Terry François Boulevard. Additional loading space capacity for vehicles longer than 30 feet is also available at the Event Center underground dock, which is accessible from 16th Street.

### ***Bicycle Parking***

Fifteen Class I bicycle parking spaces would be provided in a secure room inside the residential building under the proposed project, while 22 Class II bicycle parking racks would be provided near the residential entrance (10 spaces) and the hotel entrance (12 spaces). The project variant would provide six Class I bicycle parking spaces and 27 Class II parking racks.

### ***Open Space, Landscaping, and Streetscape Improvements***

The building will have an open terrace on the 2nd, 7th, and 13th floors. Existing street trees planted as part of the Event Center project would either be retained or replaced with additional plantings or an in-lieu fee payment during construction of the proposed project.

### ***Infrastructure Improvements***

Public utility infrastructure that would serve the proposed project, including sewer, storm drain, high/low-pressure water, recycled water, gas, electric, and telecommunication systems, is complete and installed under Warriors Way. Connections between utility systems and new building services would be made, in most cases, where the building frontage meets street frontage.

### ***Transportation Management Plan***

As part of the Event Center project, the project sponsor prepared and implemented a Transportation Management Plan (TMP). The TMP is a management and operating plan to facilitate multimodal access at the event center during project operation. The TMP includes various management strategies designed to reduce use of single-occupant vehicles, minimize conflicts between modes in the project vicinity, and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from the project site. The TMP program was developed by the project sponsor in consultation with SFMTA, OCII, and the Planning Department. The TMP will be expanded to address the new land uses under the proposed project or variant (residential and hotel) that were not included in the Event Center project.

### ***Sustainability***

The proposed development would be subject to a number of sustainability requirements, including the California CalGreen Code, City of San Francisco Green Building Code, and the South D for D.

### ***Construction***

Construction of the proposed project is expected to begin in summer 2021 and conclude in spring 2023. Construction activities would include, but not be limited to: site demolition of existing structures; construction of the proposed building; minor trenching for utility connections; interior finishing; and exterior hardscaping and landscaping improvements. No excavation for foundations will be required because the building would be supported by the existing sitewide foundation system constructed as part of the Event Center project.

All construction activities would be conducted within allowable construction requirements permitted by City code. The project would also be subject to the Mission Bay Good Neighbor Policy, which limits extreme noise-generating activities in Mission Bay from Monday to Friday from 8:00 a.m. to 5:00 p.m.<sup>12</sup>

## Approvals Required

### ***Prior Approvals for Blocks 29-32***

The first Major Phase Application for Blocks 26-34 was submitted by salesforce.com to the Redevelopment Agency and approved on September 20, 2011. On October 9, 2015, salesforce.com transferred Blocks 29-32 to its current owner, GSW Arena LLC (“GSW”). GSW submitted a Major Phase Application (the “Blocks 29-32 Major Phase”) on December 10, 2014, and it was approved on November 3, 2015. All elements of the Blocks 29-32 Major Phase have been completed. The proposed project would revise the 2015 Major Phase Application for Blocks 29-32.

### ***Anticipated Approvals for Blocks 29-32***

Project approvals or permits from the following agencies for construction or long-term operation are anticipated at this time (approving body in parentheses):

- Amendments to the Mission Bay South Redevelopment Plan to permit Hotel and Residential uses on the project site, allocate up to 21 dwelling units to Blocks 29-30, increase the number of hotels permitted in the South Plan area, increase the total number of hotel rooms permitted in the South Plan area and allocate the increase of 230 hotel rooms to Blocks 29-30, increase the total leasable square footage of retail space from 335,000 to 400,000, and increase the total City-serving retail on Blocks 29-32 and 36 in Zone A from 20,700 leasable square feet to 85,700 leasable square feet and allocate the increase, i.e., 65,000 of such leasable square feet, to Blocks 29-32 (OCII Commission and Board of Supervisors);
- Amendments to the Mission Bay South Owner Participation Agreement to increase the number of residential units in the South Plan area and allocate up to 21 residential units to Blocks 29-30, increase the number of hotels in the South Plan area and allocate up to 230 hotel rooms to Blocks 29-30, increase the leasable square feet of retail in the South Plan area and allocate 65,000 leasable square feet of such retail to Blocks 29-32, provide for certain fees to be paid for the maintenance of park P22, and provide for the payment of certain impact fees to fund affordable housing and for implementation of certain small business and first source hiring policies in connection with the development on Blocks 29-30 (OCII Commission, Oversight Board and DOF);
- Amendments to the Mission Bay South Design for Development to permit the building’s height, allow a third tower on Blocks 29-32, reduce tower separation requirements between the proposed building and the Event Center, amend the Rooftop Recreation/Community Structures standards for Height Zone 5, permit the building’s bulk, confirm loading requirements that allow the users of Blocks 29-32 to share loading spaces, amend requirements for architectural projections, and other conforming amendments and clarifications (OCII Commission);

<sup>12</sup> The Mission Bay Good Neighbor Policy specifies that pile driving or other noise generating activity (80 dBA at a distance of 100 feet) shall be limited to 8:00 am to 5:00 pm, Monday through Friday. No pile driving or other extreme noise generating activity is permitted on Saturday, Sundays and holidays. Requests for pile driving on Saturdays may be considered on a case by case basis by OCII with approval at the sole discretion of the OCII Environmental Review Officer.

- Amendment of the Major Phase Application for Blocks 29-32 (OCII Commission);
- Approval of a Basic Concept/Schematic Design for the project (OCII Commission);
- Approval of a General Plan Referral (Planning Commission); and
- Approvals for connections to infrastructure systems, including water supply, fire flow, recycled water, stormwater, and wastewater systems (San Francisco Public Utilities Commission)

## Analysis of Potential Environmental Impacts

California Environmental Quality Act (CEQA) Guidelines Section 15162 requires the lead agency to examine subsequent project activities to determine what additional environmental review, if any, is required. If the lead agency finds that under the criteria set forth in CEQA Guidelines Section 15162 that no subsequent environmental review is required, then the agency can approve the subsequent activities as being within the scope of the EIR and no additional environmental documentation is required. OCII is using this addendum to document its finding under Section 15162 that no subsequent EIR is required. In conjunction with this addendum, OCII will, through the accompanying Mitigation Monitoring and Reporting Program (“MMRP”), incorporate mitigation measures in the Event Center FSEIR, updated as applicable to reflect current San Francisco CEQA practice.

Since certification of the Event Center FSEIR, no other conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Specifically, no substantial changes have been made to the project, no substantial changes have occurred in the circumstances under which the South Plan or Event Center would be undertaken, and no new information of substantial importance has emerged that would result in one or more significant effects not discussed in the Event Center FSEIR or an increase in any significant effects previously disclosed.

As summarized below, the analysis of the proposed project did not identify any new significant environmental effects or substantial increases in the severity of previously identified significant effects that affect the conclusions in the Event Center FSEIR. With the exception of the South Plan, South D for D, and South OPA amendments described above, the project would be in compliance with the South Plan, South D for D, and other documents that control development and use of sites within Mission Bay. Accordingly, the analysis below is limited to the topics where the proposed amendments to land use controls and associated potential development under the project could create new or substantially more severe impacts not previously analyzed in the Event Center FSEIR. As part of the project analysis, transportation, wind, and shadow assessments were completed to identify any potential impacts other than those projected in the Event Center FSEIR.

## Land Use

### ***Summary of Land Use Impacts in Event Center FSEIR***

The land use significance criteria were addressed in the Event Center FSEIR in the Plans and Policies section and the Event Center FSEIR Initial Study Land Use section (FSEIR Volume 3—Appendices). Relevant information from these sections is summarized below.

While the Mission Bay FSEIR provided CEQA environmental analysis for the entire Mission Bay program, it divided the Plan area into subareas to facilitate the analysis. Blocks 29-32 are within the East Subarea (the area bounded by Terry A. François Boulevard, Mariposa Street, 3rd Street, and Mission Bay



Boulevard South). Development of this subarea was assumed to include commercial industrial and office; entertainment-oriented, neighborhood- and City-serving retail; and public open space land uses. Buildings in the subarea would be allowable up to 90 feet in height, with 7 percent of the developable area allowable up to 160 feet high (along 3rd Street). Buildings along the future realigned Terry A. François Boulevard would be restricted to 90 feet in height.

The Event Center FSEIR Initial Study Land Use section characterized existing land uses present within and near the South Plan area at that time. At the time of preparation of the Event Center FSEIR, Blocks 29-32 had been subject to grading, some excavation, and construction of paved surface parking lots. The Event Center FSEIR found that the Event Center project would be incorporated within the established street plan, including realignment of Terry A. François Boulevard, and would not create an impediment to the passage of persons or vehicles. The project design would not include any physical barriers or obstacles to circulation that would restrict existing patterns of movement between the project site and the surrounding neighborhood. To the contrary, the project would include a number of features designed to encourage and promote public access and circulation. The project would be adjacent to the UCSF Mission Bay campus but would not physically divide the campus. The Event Center FSEIR Initial Study Land Use section thus concluded that the project would not physically disrupt or divide an established community.

The Event Center FSEIR Initial Study Land Use section determined that the Event Center project would not obviously conflict with applicable land use plans or policies, including the San Francisco General Plan, with San Francisco Municipal Code provisions that apply to the project, or with the South Plan. The project also would be generally consistent with the major development standards of the South D for D. However, due to the unique nature of the event center component of the project, the sponsor intended to seek OCII approval of variations or amendments to some of these standards, including increasing the allowable height for the Event Center in Height Zone 5, allowing more towers in Height Zone 5, and reducing the minimum tower separation between a tower and the Event Center.

The Event Center FSEIR Plans and Policies section found that the South Plan and South D for D documents would constitute the regulatory land use framework for Blocks 29-32, and would supersede the City's Planning Code (except where indicated in those implementing documents). Furthermore, the Event Center project's consistency with the South Plan would ensure that the Event Center project would not obviously or substantially conflict with San Francisco General Plan goals, policies, or objectives. In addition, the project would not substantially conflict with regional plans or policies, including *Plan Bay Area*, the 2010 Clean Air Plan, *San Francisco Bay Plan*, and the *San Francisco Basin Plan*.

As part of the project approval process, OCII, the San Francisco Planning Commission, and other relevant regulatory agencies determined that the project would be consistent with their respective plans as applicable to the project. Thus, the project would have a less-than-significant impact with regard to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

The Event Center FSEIR also acknowledged that certain development activities proposed within Blocks 29-32 would be subject to applicable regional, State and/or federal permitting authority. The Event Center FSEIR analyzed the physical environmental impacts of potential policy conflicts for specific environmental topics in the respective sections of the Event Center FSEIR.

The Event Center FSEIR determined that the construction and operation of an event center, office and retail uses, parking facilities, and open space areas would be generally consistent with the previously

proposed uses for the site, such that no new or more severe conflicts with land use character would occur. The proposed event center uses are considered “nighttime entertainment uses” and would be similar to the secondary “nighttime entertainment” uses previously analyzed in the Mission Bay FSEIR. Once completed, the project would function as a destination site, with an intensification of use during events. On event days, the project’s event component would attract spectators/attendees, as well as additional visitors to the other restaurant and retail uses. Similar to operation of such uses in proximity to Oracle Park during a Giants game, local restaurants, retail businesses, and open spaces would be more heavily patronized than under existing conditions, but they would continue to operate as intended. The Event Center FSEIR concluded the project would not have a significant impact upon the existing land use character.

In conclusion, the Event Center FSEIR identified no significant impacts on land use from the Event Center project.

### **Project Analysis**

The project site now consists of the completed Event Center and office towers. The proposed building would be constructed on the northeast corner of the Event Center site in an area currently occupied by retail uses. As analyzed in the Event Center FSEIR, the Event Center is incorporated within the established street plan and does not create an impediment to the passage of persons or vehicles. The Event Center does not include any physical barriers or obstacles to circulation that would restrict existing patterns of movement between the proposed project site and the surrounding neighborhood. Replacement of the existing structures on the project site with the proposed building would not result in a physical impediment to existing pedestrian circulation as pedestrian access would not be restricted as a result of the project—the pedestrian pathway along the esplanade around the northeastern elevation of the Event Center would remain substantially unchanged. Therefore, the proposed project or variant would not physically disrupt or divide an established community.

The proposed project would include a mix of hotel, residential, and retail uses (the project variant would not include residential uses). These uses are permitted in the South Plan area, but the proposed Hotel and Residential uses would require an amendment of the South Plan to allow such uses on the project site. A 250-room hotel is currently under construction on Block 1, located at 3rd and Channel streets, with expected completion in fall 2020.<sup>13</sup> The original plan for Block 1 included a 500-room hotel, but the South Plan was amended in 2013 to also allow for a 350-unit housing development and a smaller, 250-room hotel on Block 1 if housing units were developed there. The proposed project would thus require an amendment to the South Plan to increase the number of hotels permitted in the South Plan area and to permit up to 230 hotel rooms on Blocks 29-30.<sup>14</sup> The South Plan would also be amended to allocate up to 21 dwelling units to Blocks 29-30.

The proposed policy changes include increasing the total amount of Leasable square feet of retail in the South Plan and allocating the increase to Blocks 29-32 to account for existing retail areas that were previously analyzed in the Event Center FSEIR and built as part of the Event Center project, but which were excluded from the total leasable square footage of retail uses under the South Plan definition of

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<sup>13</sup> According to the January 9, 2020, Mission Bay Citizens Advisory Committee Agenda, the Block 1 hotel is seeking revisions to interior layout that would divide suites into separate hotel rooms, allowing for a maximum of 50 additional hotel rooms, thereby increasing the hotel room count on Block 1 from 250 to 300.

<sup>14</sup> The Block 1 hotel has also submitted an application to OCII to amend the South Plan to increase the number of hotel rooms on Block 1 from 250 to 300. The CEQA analysis of the increase from 250 to 300 hotel rooms on Block 1 is analyzed separately; see the forthcoming Block 1 Note to File for more information.

Gross Floor Area. This will allow for greater flexibility in the use and leasing of these spaces, as restrictions on the maximum size and the types of retail uses that are permitted in these spaces would be removed. In addition, the increase in the total Leasable square feet of retail on Blocks 29-32 will include approximately 6,300 square feet of certain existing outdoor areas that will be partially enclosed or covered.<sup>15</sup> The result of increasing the total Leasable square feet of retail uses on Blocks 29-32 in the South Plan to account for existing but previously excluded retail areas as well as certain existing patios that will be partially enclosed or covered, is equal to a total of approximately 117,200 gsf of retail area on Blocks 29-32, which is below the 125,000 gsf of retail studied in the Event Center FSEIR. In addition, both the proposed project and any project variant with a different number of hotel rooms or dwelling units would also include up to approximately 25,000 gsf of retail space; however, this retail space would replace approximately 25,000 gsf of retail space that currently exists on the project site, resulting in no net new retail area on the project site from the construction of the proposed building.

As noted above, the recently completed Event Center functions as an entertainment destination site, with intensification of use during events held at the Event Center. On event days, the Event Center attracts spectators/attendees and additional visitors to restaurant and retail uses. It is likely that the addition of a hotel/condominium building on the project site would provide for convenient access to events at the Event Center for patrons and residents, as well as to the associated retail/restaurant uses, even on non-event days. The hotel would provide additional publicly accessible space in the lobby, restaurant, and rooftop terraces. The proposed building would not adversely alter the land use character of the project site as an entertainment and retail destination.

Approval of the proposed amendments to the South Plan and South D for D regarding new proposed Hotel and Residential land uses and increased Leasable square footage of retail uses at the project site, and other associated amendments described above under “Anticipated Approvals for Blocks 29-32” would ensure that the proposed project or variant would not have any new or substantially more severe effects than those identified in the Event Center FSEIR related to conflict with land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect.

In conclusion, the proposed project or variant would not result in any new or substantially more severe land use impacts than were identified in the Event Center FSEIR.

## Transportation and Circulation

### ***Summary of Transportation Impacts in Event Center FSEIR***

The Event Center FSEIR assumed that the project site would be developed with a multi-purpose event center and a variety of mixed uses, including office, retail, open space and structured parking and included such development as part of the overall transportation analysis. The Event Center FSEIR also assumed a changes in the street network, including the realignment of Terry A. François Boulevard between South Street (recently renamed as Warriors Way) and 16th Street; the reduction of travel lanes on Warriors Way, which provides direct access to the project site, from four to two to accommodate on-street parking; and the extension of 16th Street from Illinois Street to Terry A. François Boulevard with

<sup>15</sup> Note that for the purposes of this analysis, the total Leasable square feet of outdoor area to be partially enclosed or covered and thus converted to retail is assumed to be equivalent to the total gross square feet (gsf) of such area. See Table 1, Blocks 29-32 Retail Area Summary, for more information.

buffered bicycle lanes on both sides of the street; and associated changes to intersection controls. All of these street network changes have been completed.

The Event Center FSEIR found significant, unavoidable impacts at a number of intersections and freeway ramps (even with incorporation of Mitigation Measures M-TR-2a: Additional PCOs during Events; M-TR-2b: Additional Strategies to Reduce Transportation Impacts; M-TR-11a: Additional PCOs during Overlapping Events, M-TR-11b: Participation in the Ballpark/Mission Bay Transportation Coordinating Committee, M-TR-11c: Additional Strategies to Reduce Transportation Impacts of Overlapping Events, M-TR-18: Auto Mode Share Performance Standard and Monitoring, and Mission Bay FSEIR Mitigation Measure E.47: Transportation System Management Plan), and on regional transit service (Caltrain, the San Francisco Bay Area Water Emergency Transportation Authority [WETA], and Golden Gate Transit) (with incorporation of Mitigation Measures M-TR-5a: Additional Caltrain Service, M-TR-5b: Additional North Bay Ferry and/or Bus Service, M-TR-13: Additional Muni Transit Service during Overlapping Events, and M-TR-14: Additional BART Service to the East Bay during Overlapping Events). The Event Center FSEIR found that the impacts related to pedestrian circulation and UCSF helipad operations to be less than significant with mitigation (Mitigation Measures M-TR-6: Active Management of Pedestrian Flows and the Intersection of Third/South, M-TR-22: Provide Safe Pedestrian Access to Adjacent Transit and Parking Facilities and Monitoring, M-TR-9a: Crane Safety Plan for Project Construction, and M-TR-9d: Event Center Exterior Lighting Plan). The Event Center FSEIR found that the impacts related to local transit service (Muni), bicycle circulation, loading conditions, emergency vehicle access, and transportation-related construction to be less than significant. The Event Center FSEIR identified cumulative significant, unavoidable impacts at a number of intersections and freeway ramps, and on regional transit service (Bay Area Rapid Transit [BART], Caltrain, WETA, and Golden Gate Transit). The Event Center FSEIR found that the cumulative impacts related to local transit service (Muni), pedestrian circulation, and UCSF helipad operations to be less than significant with mitigation. The Event Center FSEIR found cumulative impacts related to bicycle circulation, loading conditions, and transportation-related construction to be less than significant.

Because construction activities associated with the Event Center were found to be temporary and limited in duration, and required to be conducted in accordance with City requirements, construction-related ground transportation impacts were found to be less than significant. Regardless, implementation of Improvement Measure I-TR-1: Construction Management Plan and Public Updates, was recommended to further reduce less than significant impacts related to construction activities.

### ***Travel Demand***

As noted previously, the Event Center FSEIR assumed that the project site would be developed with a multi-purpose event center and a variety of mixed uses, including office, retail, open space and structured parking. It did not include the land uses associated with the proposed project or the project variant (see Appendix A, Transportation Assessment for Golden State Warriors Esplanade Hotel Project). In order to assess the potential transportation impacts of these additional land uses, a comparison of travel demand between the approved Event Center FSEIR land uses and the proposed project land uses was conducted. The comparison focuses on a weekday, which is when the Event Center site would generate the maximum number of trips. Similarly, the weekday p.m. peak hour represents the typical commuter period and it is used to assess potential transportation impacts in San Francisco. **Table 3** presents the daily and p.m. peak-hour travel demand comparisons.

As shown in Table 3, the proposed project total person trips represent an increase of about 3 percent (p.m. peak hour) to 5 percent (daily) when compared to no event conditions for the Event Center FSEIR, and an increase of 2 percent (daily) to 3 percent (p.m. peak hour) when compared to basketball game day conditions. Similarly, the proposed project vehicle trips represent an increase of about 4 percent (p.m. peak hour) to 5 percent (daily) when compared to no event conditions for the Event Center FSEIR, and an increase of 2 percent (daily) to 3 percent (p.m. peak hour) when compared to basketball game day conditions.

**TABLE 3  
EVENT CENTER AND PROPOSED PROJECT/VARIANT WEEKDAY TRAVEL DEMAND COMPARISON**

	Weekday Daily		Weekday PM Peak Hour	
	Proposed Project	Project Variant	Proposed Project	Project Variant
<b>Total Person Trips</b>				
Event Center – No Event	26,998		2,796	
Event Center – Basketball Game	58,538		3,859	
Proposed Project/Variant	1,303	1,933	97	138
% of Proposed Project over No Event	5%	7%	3%	5%
% of Proposed Project over Basketball Game	2%	3%	3%	4%
<b>Vehicle Trips</b>				
Event Center – No Event	6,990		702	
Event Center – Basketball Game	13,691		886	
Proposed Project/Variant	337	506	25	36
% of Proposed Project over No Event	5%	7%	4%	5%
% of Proposed Project over Basketball Game	2%	4%	3%	4%
<b>Transit Trips</b>				
Event Center – No Event	6,896		881	
Event Center – Basketball Game	19,627		1,625	
Proposed Project/Variant	366	480	29	37
% of Proposed Project over No Event	5%	7%	3%	4%
% of Proposed Project over Basketball Game	2%	2%	2%	2%
SOURCES: Event Center FSEIR; Advant Consulting				

The proposed project transit trips represent an increase of 3 percent (p.m. peak hour) to 5 percent (daily) compared to no event conditions for the Event Center FSEIR, and an increase in daily and p.m. peak hour trips of 2 percent when compared to basketball game day conditions.

The project variant person, vehicle, and transit trips represent a relative higher increase compared to the proposed project under all scenarios.<sup>16</sup> Daily increases in person, vehicle and transit trips under no event conditions would be about 7 percent, while increases during event conditions would be about 2 to

<sup>16</sup> As described in the transportation memorandum prepared by Advant Consulting, Transportation Assessment for Golden State Warriors Esplanade Hotel Project, May 1, 2020, attached as an appendix to this Addendum, under the project variant, the number of hotel rooms could increase from 129 (as currently proposed in the project) to 181 rooms without any reductions in the number or size of the residential units, and would remain below the maximum travel demand estimated for the project variant. Thereafter, any further increase in the number of hotel rooms would require a one-to-one ratio reduction of the number of residential bedrooms to remain within the travel demand described above for the project variant.

4 percent. The relative increase in the number of trips during the p.m. peak hour under the project variant would be lower than the increase in daily trips under both event and no event conditions, with amounts closer to the proposed project and a maximum value of 5 percent.

### **Project Analysis**

CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric.<sup>17</sup> On March 3, 2016, based on compelling evidence in that document and on the City’s independent review of the literature on level of service and VMT, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking and bicycling.)

After a five-year public process, the California Natural Resources Agency amended the CEQA Guidelines in 2018 and added section 15064.3 “Determining the Significance of Transportation Impacts,” and amended Appendix G: Environmental Checklist Form to remove automobile delay as a measure to determine a project’s significance on the environment, and to instead require (in most circumstances) analysis of a project’s impact on VMT.

OCII, as lead agency, has determined that it may not use automobile delay described solely by level of service as a criterion for determining significant impacts on the environment. OCII is providing an assessment of transportation impacts using a VMT-based threshold of significance and methodology, which the Commission of Community Investment and Infrastructure will adopt prior to taking any action that relies on this addendum for compliance with CEQA. This analysis is consistent with the San Francisco Planning Department’s Transportation Impact Analysis Guidelines for Environmental Review (February 2019; updated October 2019), which is in conformance with the requirements of CEQA Section 21099 and CEQA Guidelines Section 15064.3.

### **Vehicle Miles Traveled**

Typically, low density development at great distances from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available. Given the travel behavior factors described above, San Francisco has a

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<sup>17</sup> OPR, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743* (Steinberg, 2013), January 20, 2016. The final CEQA Guidelines revisions incorporating VMT as the recommended analysis methodology were adopted in December 2018.

lower average VMT ratio than the nine-county San Francisco Bay Area region. For the same reasons, different areas of the City have different VMT ratios.

The proposed project or variant would result in a significant impact if the project VMT per capita is over the existing regional VMT per capita minus 15 percent for residential, office, or retail uses. OCII relies on the San Francisco County Transportation Authority's Chained Activity Modeling Process (SF-CHAMP) travel demand model to estimate transportation analysis zones (TAZ) VMT. This is referred to as a map-based screening criterion.

As shown in **Table 4**, TAZ 649, where the proposed project is located, has an average daily residential VMT per capita that is below the existing and future (2040) regional averages, minus 15 percent. TAZ 649 has an average daily office VMT per employee (applies to the proposed project's hotel use) that is also below the existing and future (2040) regional averages, minus 15 percent. For retail visitor purposes, the average daily work-related VMT per retail employee (applies to the proposed project's hotel use guests) is above the existing and future regional average, minus 15 percent.

**TABLE 4  
VMT ANALYSIS**

Land Use	Existing		Cumulative 2040	
	Bay Area Regional Average minus 15%	TAZ 649	Bay Area Regional Average minus 15%	TAZ 649
Households (Residential)	14.6	6.0	13.7	3.3
Employment (Office)	16.2	14.2	14.5	9.2
Employment (Retail)	12.6	14.5	12.4	12.6

SOURCE: San Francisco Transportation Information Map, 2020.

Because the residential VMT per capita and office VMT per employee for TAZ 649 meet the VMT map-based screening criterion, the residential and hotel (employees) component of the proposed project would not generate a substantial increase in VMT.

Although the retail/hotel (guests) VMT component of the proposed project exceeds the VMT map-based screening criterion under both existing and future conditions, the proposed project or variant would not generate substantial additional VMT for the following reasons:

- the proposed project or variant would not provide any new vehicular parking;
- the proposed project or variant would be subject to the Transportation Management Plan (TMP) prepared as part of the Event Center FSEIR.<sup>18</sup> Specific Travel Demand Management (TDM) strategies applicable to the proposed project or variant that are aimed at reducing vehicular travel to/from the project site include: public transit strategies (pre-tax commuter benefits, Mission Bay TAM shuttle program support/participation); bicycle strategies (secure bicycle parking, shower/locker facilities, Bay Area Bike Share station access, encourage participation in public events that promote bicycling such as Bike to Work day); and automobile reduction strategies (ride-matching through [www.511.org](http://www.511.org), designated carpool/vanpool parking, provide

<sup>18</sup> Fehr & Peers, Final Transportation Management Plan for the Warriors San Francisco Event Center, December 2015. [https://www.sfmta.com/sites/default/files/reports-and-documents/2019/03/transportation\\_mgt\\_plan\\_12\\_2015\\_002\\_5118.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2019/03/transportation_mgt_plan_12_2015_002_5118.pdf)

access to car-share, comply with parking cash-out program, provide on-site amenities such as fitness and exercise centers, food and beverage options, and/or automated banking resources, that encourage employees to stay on-site during the work day). The TMP will be expanded to address the new land uses under the proposed project or variant (residential and hotel) that were not included in the Event Center project. The updated TMP will address hotel and residential drop-off and pick-up; commercial and service vehicle operations; residential move-in/move-out; and special events at the hotel;

- the proposed project or variant would meet the Planning Department's Proximity to Transit Stations screening criterion as it would be proximate to Muni's T 3rd light rail line and 55 16th Street bus, and Caltrain; and,
- the VMT map-based screening criterion modeling conservatively assumes no internal trip reduction factor to reflect the trips that could potentially occur between the proposed project's retail uses and the Event Center or other nearby office or medical buildings as opposed to on-site retail as a destination by itself. Such trips between the project site and nearby land uses would effectively reduce VMT.

Given the foregoing, the proposed project or variant would not result in or induce substantial vehicle travel or significant VMT impacts not identified in the Event Center FSEIR.

### **Traffic Hazards**

The proposed project or project variant would not introduce unusual or unsafe design features that could obstruct driver vision or otherwise hinder safe vehicle movement. For these reasons, the proposed project or variant would not result in new or substantially more severe traffic hazard impacts than were identified in the Event Center FSEIR.

### **Transit**

The proposed project or the project variant would increase transit ridership at the Event Center site by about 3 to 7 percent during daily and p.m. peak hour periods, compared with the transit ridership estimates for the Event Center FSEIR (see Table 3). The percentage increase would be smaller (2 percent) on a basketball game day. On the other hand, the estimated increases in transit ridership would be expected to be absorbed mostly by the privately-operated Mission Bay Transportation Management Association (TMA) shuttle bus service, which is used by approximately 25 percent of the Mission Bay residents and over 50 percent of the Mission Bay workers. As such, the overall increase of transit ridership on Muni or other public transit operators would be smaller, generally less than 5 percent, which would fall within the expected daily or seasonal variations in ridership for the local transit operators in the area. Accordingly, the proposed project or variant would not result in new or substantially more severe transit impacts than were identified in the Event Center FSEIR.

The 2019 SF guidelines set forth a screening criterion for projects that would typically not result in significant effects related to public transit delay. As shown in Table 2, the proposed project would generate approximately 25 vehicle trips during the p.m. peak hour, and the project variant would generate approximately 36 vehicle trips during the p.m. peak hour, both of which are less than the screening criterion of 300. Therefore, the proposed project and project variant meet the screening criterion, and the proposed project or variant would not result in new or substantially more severe transit impacts than were identified in the Event Center FSEIR.



## Walking / Accessibility

Americans with Disabilities Act (ADA)-compliant pedestrian access to the proposed building would be provided through condominium and hotel lobbies on Warriors Way and a restaurant entry on Terry A. François Boulevard. The proposed project or variant would utilize an existing driveway along Warriors Way. The project would not generate substantial traffic volumes and overall vehicle traffic would only be approximately 3 to 5 percent higher than what was evaluated in the Event Center FSEIR (see Table 3). These vehicle trips would likely start from or end at the project's driveway or convenient loading zones and be dispersed along nearby streets. This number of vehicle trips that would be accessing the driveway and crossing over the sidewalk is not substantial.

Drivers would have adequate visibility of people walking. Vehicle speed entering and exiting the driveway would be slow given the width of the curb cut (approximately 45 feet) to avoid potentially hazardous conditions. In addition, the design of the project's driveway would be able to accommodate the anticipated number of vehicle trips without blocking access to a substantial number of people walking within the sidewalk. Furthermore, no new parking would be provided under the project. Thus the project would not create potentially hazardous conditions or accessibility impacts between people walking and vehicles.<sup>19</sup> Accordingly, the proposed project or variant would not result in new or substantially more severe impacts to people walking than were identified in the Event Center FSEIR.

## Bicyclists

The proposed project or variant would utilize an existing driveway along Warriors Way. No bicycle facility exists along Warriors Way. The proposed project or the project variant would not generate substantial traffic volumes and overall vehicle traffic would only be approximately 3 to 5 percent higher than what was evaluated in the Event Center FSEIR (see Table 3).

Fifteen Class I bicycle parking spaces would be provided in a secure room inside the residential building under the proposed project, while 22 Class II bicycle parking racks would be provided near the residential entrance (10 spaces) and the hotel entrance (12 spaces). The project variant would provide six Class I bicycle parking spaces and 27 Class II parking racks. Furthermore, no new parking would be provided under the project or variant. Therefore, the proposed project or variant would not create potentially hazardous conditions for bicyclists or interfere with bicycle access. Therefore, the proposed project or variant would not result in new or substantially more severe impacts to bicyclists than were identified in the Event Center FSEIR.

## Loading

### Commercial Loading

Using the 2019 SF Guidelines methodology for estimating commercial loading demand, it was determined that the hourly average demand for the proposed project would be one space, and two spaces during the peak hour of demand. For the project variant, the hourly average demand and peak hour of demand would be two spaces. Commercial loading would be provided in a minimum 35-foot-long by 10-foot-wide on-site loading space accessible from Warriors Way. If the loading space is occupied, additional vehicles would use the existing loading spaces available at the Event Center underground dock or nearby on-street loading spaces, subject to availability. An existing 140-foot-long zone yellow zone is located on the south side of Warriors Way, adjacent to the project site and near the intersection of

<sup>19</sup> Project residents and hotel guests would have access to the adjacent Event Center garage with an entrance at 99 Warriors Way, while project visitors could park at the off-site parking structure across the street at 450 Warriors Way.

Terry François Boulevard. Additional loading space capacity for vehicles longer than 30 feet is also available at the Event Center underground dock, which is accessible from 16th Street. If the project variant allocates more than 200,000 gsf to hotel use, it would have to provide an additional off-street space for commercial and service vehicle loading/unloading operations. The additional off-street loading space would be provided in the existing Event Center underground loading dock, subject to availability, as it would be shared with the other uses of Blocks 29-32.

### Passenger Loading

Passenger loading for hotel guests and residents would be accommodated via an approximately 100-foot-long passenger pick-up/drop-off area (white zone) directly in front of the hotel lobby on Warriors Way, subject to SFMTA review and approval. The white zone would include a 20-foot-long accessible aisle. The white zone would be extended by 30 to 50 feet under the project variant and two 20-foot-long accessible aisles would be provided.

Using the 2019 SF Guidelines methodology for estimating passenger loading demand, it was determined that the maximum number of simultaneous vehicles dropping off or picking up hotel guests during the p.m. peak hour would be two for both the proposed project and the project variant. However, the p.m. peak hour does not necessarily correspond to the peak of demand for hotel guest drop-off and pick-up, which would likely occur earlier in the day. The 2019 SF Guidelines do not provide information about peak passenger demand conditions outside the p.m. peak hour; however, other information gathered by the Planning Department about vehicular activities at several downtown hotels have shown peak vehicular space needs of about 0.2 vehicles per room.<sup>20</sup> This rate, when applied to the proposed project and the project variant, would result in a peak vehicle demand of three vehicles for the proposed project, and five vehicles for the project variant. The proposed 100-foot long passenger zone in front of the hotel lobby would have a capacity for three or four vehicles to simultaneously pick up or drop off passengers, and would therefore accommodate the expected maximum peak demand for the proposed project (three vehicles). The passenger zone would have to be extended by approximately 30 to 50 feet in order to accommodate the maximum peak demand expected for the project variant (five vehicles).

### Tour Bus Loading

According to the South D for D, if the project variant consists of more than 200 hotel rooms, it would have to provide an off-street tour bus loading space. The design standards allow for tour bus spaces to be provided on the street at adjacent curbs or in the immediate vicinity, provided that they do not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation. The project variant proposes to accommodate one 45-foot-long tour bus loading space on the south side of Warriors Way, in addition to the passenger loading facilities described above, which would not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation.

### Loading Conclusion

The passenger, tour bus, and commercial loading/unloading facilities described above would not create potentially hazardous conditions or substantially delay public transit. Based on the discussion above, the proposed project or variant would not result in new or substantially more severe loading impacts than were identified in the Event Center FSEIR.

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<sup>20</sup> Appendix H, p. H-4, Transportation Impact Analysis Guidelines, San Francisco Planning Department, October 2002.

## Emergency Access

The existing street network accommodates emergency vehicles that travel to the project site. Fire Station No. 4 and Southern Police Station are both located at 3rd and Mission Rock streets, about one-third mile north of the project site. In the event of an emergency, emergency vehicles would access the project site as under existing conditions, via Warriors Way. The project would be developed in an area with adequate street access and infrastructure for emergency vehicle access and would not create any impediments to such access. Therefore, the proposed project or variant would not result in new or substantially more severe emergency access impacts than were identified in the Event Center FSEIR.

## Construction

During the approximate 24-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site. No public roadway closures are anticipated as a result of construction activities, although portions of Warriors Way and Terry A. François Boulevard adjacent to the project site could be affected at times. Adjacent sidewalks may be temporarily closed. Construction-period daily travel demand would be expected to be lower than during operation once the project is complete, although slower-moving truck traffic could result in temporary delays for motorists. Construction workers would be encouraged to carpool and use public transit; those who drive would be required to find available parking at nearby publicly accessible lots or garages. Moreover, nothing about the proposed project would require unusual construction techniques or access that would differ substantially from other development identified in the Event Center FSEIR. All construction activities would adhere to SFMTA's Regulations for Working in San Francisco Streets<sup>21</sup>, be conducted in accordance with applicable City codes, and would be subject to the Mission Bay Good Neighbor Policy. A Construction Traffic Management Plan will also be developed in coordination with SFMTA and DPW. As a result, the proposed project construction activities would not be expected to cause substantial disruption to vehicle, pedestrian and bicycle travel, or transit operations. Therefore, the proposed project or variant would not result in new or substantially more severe construction impacts than were identified in the Event Center FSEIR.

In conclusion, the project or variant would not result in any new or substantially more severe impacts on transportation compared to the impacts reported in the Event Center FSEIR.

## ***Summary of Project Impacts on the UCSF Helipad Operations in Event Center FSEIR***

The Event Center FSEIR identified the potential impacts that construction of the project would have on the helipad operations of the UCSF Medical Center at Mission Bay. The analyses evaluated whether or not the temporary construction and permanent structures of the project would penetrate the airspace surfaces established for the hospital's helipad. The FSEIR concluded that none of the project's temporary construction cranes or permanent structures would penetrate the airspace surfaces of the UCSF helipad. Furthermore, it was demonstrated that adequate clearance for the construction cranes would be provided for the alternate flight path to the UCSF helipad along Warriors Way (formerly South Street). The FSEIR also noted that a Crane Safety Plan for project construction (Mitigation Measure M-TR-9a) would be developed to identify feasible measures to reduce potential temporary impacts associated with the use of cranes during the construction period. The objective of the crane safety plan was to ensure the safe use of the UCSF helipad, as well as for the safety of people residing or working in the area during construction.

<sup>21</sup> SFMTA, Regulations for Working in San Francisco Streets, 8th Edition. January 2012. Available at: [https://www.sfmta.com/sites/default/files/reports-and-documents/2017/10/blue\\_book\\_8th\\_edition\\_pdf.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2017/10/blue_book_8th_edition_pdf.pdf)

## **Project Analysis**

The location of the proposed project or variant is adjacent to one of the alternative helicopter ingress/egress to the UCSF helipad along Warriors Way. There are several factors to consider with respect to Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. Of these factors, it is most important to determine whether helicopter operations along the alternative flight path would pose safety concerns with respect to the proposed project. The critical elements to consider include the overall height of the proposed project and temporary construction crane. The proposed building would be 160 feet above ground level (agl) with a mechanical penthouse of up to 20 feet tall, resulting in a total building height of 180 feet agl. The construction crane would have a height at the “crow’s nest” of 235 feet agl. The radius of the crane mast (working arm) would be 165 feet.

As part of the Event Center FSEIR, a comprehensive CFR Part 77 evaluation was conducted to determine whether or not the Event Center project would pose a safety issue with respect to UCSF helicopter operations. In that evaluation, two temporary construction cranes were proposed along Warriors Way: Temporary Cranes D and E. Crane D was to have a height of 291 agl at the crow’s nest and a crane mast radius of 274 feet. Crane E was to have a height of 277 agl and a mast radius of 241 feet.<sup>22</sup>

The critical heights for the temporary construction crane associated with the proposed project or variant are less than the cranes that were used to construct the Event Center project. Therefore, the proposed building and temporary construction crane would not result in any new or substantially more severe impacts regarding the helicopter operations to the UCSF hospital helipad.

## **Noise**

### **Summary of Noise Impacts in Event Center FSEIR**

The Event Center FSEIR found that construction activities at the project site would result in temporary increases in noise levels in the project vicinity that could be noticeable at nearby residential and hospital land uses. The worst case scenario in terms of cumulative construction noise was identified as being associated with excavation, compaction, pile installation, and shoring activities that would take place concurrently during two months of the construction schedule. During peak construction activities, the increase in noise levels over existing conditions at sensitive receptor locations were estimated to be less than the construction noise significance threshold (10 decibels (dBA)). Non-peak periods of construction were also identified as resulting in noise level increases at sensitive receptor locations of under 10 dBA. Therefore, this impact was found to be less than significant. Nonetheless, to reduce human annoyance associated with the temporary increases in noise levels during construction, implementation of Improvement Measure I-NO-1 was recommended, which requires compliance with the Mission Bay Good Neighborhood Construction Noise Policy.

Construction activities associated with the Event Center were also found to generate vibration levels that would result in impacts that would be less than significant. Regardless, implementation of Improvement Measure I-NO-3 (Neighbor Notification of Vibration-Inducing Construction Operations) was recommended to reduce the temporary human annoyance associated with land uses involving vibration-sensitive equipment during construction.

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<sup>22</sup> Graphical depiction of temporary construction cranes and dimensions can be found in the Event Center FSEIR.

The Event Center FSEIR disclosed that operation of the project would introduce new stationary noise sources that would be subject to the requirements of the San Francisco Noise Ordinance; however, the predicted noise levels for the proposed stationary sources would not meaningfully contribute to the existing ambient noise levels in the project area, and the project was therefore characterized as being consistent with the restrictions of the City's noise ordinance. The FSEIR also showed that the project would introduce new land uses that would be exposed to a 24-hour day-night noise level (DNL) of up to 75 dBA, but concluded that modern building techniques and materials, as well as inclusion of non-operable windows and ventilation systems, would be sufficient to ensure that the project would comply with land use compatibility requirements of the San Francisco General Plan, and this impact was found to be less than significant.

Operation of the Event Center was also found to introduce new mobile noise sources that would contribute to ambient noise levels in the project vicinity. Increases in roadway traffic noise were disclosed as causing significant and unavoidable impacts during events either with or without implementation of the Muni Special Event Transit Service Plan, even with implementation of Mitigation Measure M-TR-2c (Additional Strategies to Reduce Transportation Impacts) and Mitigation Measure M-TR-11c (Additional Strategies to Reduce Transportation Impacts of Overlapping Events). These measures identified additional transportation demand management strategies beyond those already incorporated into the approved project.

The Event Center FSEIR found that noise levels that would be generated by crowds prior to, during, and after events would result in a substantial increase in noise levels at the receptors adjacent to the northbound Muni T-Line transit platform, particularly during nighttime egress hours of 9:00 p.m. to 11:00 p.m. The crowd noise impact was disclosed as significant and unavoidable. The predicted sound levels and hours of occurrence that would be associated with amplified sound, either interior to the Event Center or in open-air plazas on the project site, are consistent with the noise ordinance; however, due to uncertainties as to the nature and extent of future outside events at the 3rd Street plaza, the FSEIR recommended implementation of Mitigation Measure M-NO-4b (Noise Control Plan for Place of Entertainment Permit) to ensure that noise levels from amplified sound exterior to the Event Center would comply with the noise ordinance. The Place of Entertainment Permit for the Event Center (No. EC-1352) incorporated the requirements of Mitigation Measures M-NO-4a and 4b as conditions of approval of the permit. This impact was disclosed as less than significant with implementation of mitigation.

## ***Project Analysis***

### **Construction**

The nearest sensitive receptors to the proposed project site are residences associated with the UCSF Mission Bay Housing Block at Hearst Tower located approximately 500 feet to the west-northwest. These residences are approximately 300 feet farther from construction activities under the proposed project compared to construction activities under the Event Center project. The Event Center FSEIR found that building construction activities at these sensitive receptors would result in an hourly equivalent sound level (Leq) of 78.0 dBA at a distance of 200 feet. Using the same methods as conducted for the FSEIR, this analysis assumes that noise from construction activities at a distance greater than 200 feet would attenuate at a rate of 7.5 dBA per doubling of distance to account for the absorption of noise waves due to intervening structures and other factors. When extrapolated out to a distance of 500 feet, the building construction activity that would be associated with the proposed project would result in an hourly Leq noise level of approximately 68 dBA at the nearest residences. This is approximately 10 dBA less than

estimated for the Event Center project, and approximately 3 dBA less than the measured existing Leq at the Hearst Tower.

Accordingly, construction of the proposed project would not generate noise levels in excess of standards established in the local noise ordinance, and the proposed project would not result in new or substantially more severe impacts than disclosed in the Event Center FSEIR. Nonetheless, all construction activities would be conducted within the allowable construction requirements permitted by City code. The proposed project would also be subject to the Mission Bay Good Neighbor Policy, which limits extreme noise-generating activities in Mission Bay during Monday to Friday from 8:00 a.m. to 5:00 p.m.

With regard to construction vibration-related impacts, the Event Center FSEIR found that maximum vibration levels associated with pile driving would be below the strongly perceptible threshold, and due to the distance of receptors from the project site, impacts from vibration with respect to human annoyance and building damage would be less than significant. The proposed modified project would not result in high impact construction activities, such as pile driving, and hence would result in vibration levels substantially lower than resulted under the Event Center project. Therefore, the vibration impacts that would be associated with the proposed project or variant would also be less than significant.

### **Operation**

Operation of the proposed project or variant would introduce new stationary noise sources similar to those identified in the Event Center FSEIR. The new stationary sources would be subject to the requirements of the San Francisco Noise Ordinance and, as found in the Event Center FSEIR, would not meaningfully contribute to ambient noise levels in the project area. The proposed project would therefore be consistent with the restrictions of the noise ordinance. Like the Event Center project, the proposed project would also introduce new land uses, and these new uses would be exposed to elevated noise levels. However, modern building techniques and materials as well as inclusion of non-operable windows in the hotel component and ventilation systems would be sufficient to ensure that the proposed project would comply with land use compatibility requirements of the San Francisco General Plan. The impact associated with the potential for the proposed project or variant to conflict with local requirements would be the same as identified for the Event Center project, less than significant.

The proposed project uses would increase daily vehicle trips in the project vicinity. The Event Center FSEIR found that project vehicle traffic noise along segments of Illinois Street and Terry A. François Boulevard would cause increases in ambient noise levels of 10.1 dBA and 6.8 dBA, respectively, to 62.2 dBA and 60.2 dBA, respectively. These increases in ambient noise would cause significant and unavoidable impacts, even with implementation of mitigation measures. As discussed under Transportation and Circulation, the proposed project would increase daily traffic levels compared to the Event Center project by as much as 5 percent (7 percent for the project variant). Given the logarithmic nature of dBA levels, the small increase in vehicle traffic that would be associated with the proposed project or variant would result in an increase in traffic noise that would be well under 1 dBA, which would not be perceptible. This increase in traffic noise would not substantially increase the severity of the significant and unavoidable noise impact identified in the Event Center FSEIR.

The proposed project or variant would not include changes to interior or exterior amplified sound, and would therefore not result in a change to the associated less-than-significant with mitigation impact. Similarly, noise levels generated by crowds prior to, during, and after events would not be affected by the

proposed project. Therefore, the proposed project or variant would not increase the severity of the significant and unavoidable crowd noise impact identified in the Event Center FSEIR.

## **Air Quality**

### ***Summary of Air Quality Impacts in Event Center FSEIR***

The Event Center FSEIR identified a significant and unavoidable impact associated with reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) criteria air pollutant emissions from construction of the project. Mitigation Measure M-AQ-1 (Construction Emissions Minimization) was identified to reduce the construction-related emissions of ROG and NO<sub>x</sub> by requiring off-road equipment to meet minimum emission standards. With implementation of Mitigation Measure M-AQ-1, emissions of NO<sub>x</sub> associated with construction of the Event Center project would still exceed the threshold of significance; therefore, Mitigation Measure M-AQ-2b (Emissions Offsets) was identified, requiring the project sponsor to offset the remaining NO<sub>x</sub> emissions through funding of off-site emissions reductions.

The Event Center FSEIR also identified a significant and unavoidable impact from criteria pollutants, including ROG and NO<sub>x</sub>, during project operation. Mitigation Measure M-AQ-2a (Reduce Operational Emissions) was identified to reduce operational emissions of ROG and NO<sub>x</sub>; however, the feasibility of these measures was unknown. Consequently, the Mitigation Measure M-AQ-2b was identified as the only available mitigation option. Conservatively, the Event Center FSEIR considered the operational impact on air quality to be significant and unavoidable with mitigation.

In order to comply with the San Francisco Dust Control Ordinance, the Event Center project was required to submit a Dust Control Plan to the Director of Public Health for approval prior to issuance of a building permit. With implementation of the dust control measures in compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance, the Event Center FSEIR concluded that potential dust-related construction air quality impacts of the project would be less than significant.

The Event Center FSEIR determined that, with implementation of Mitigation Measure M-AQ-1, impacts related to cancer risk would be reduced to less than significant. In addition, the Event Center FSEIR concluded that the project would not conflict with or obstruct the implementation of the 2010 Bay Area Clean Air Plan (CAP), assuming implementation of all identified mitigation measures and CAP control measures. The project was determined to have a cumulatively considerable contribution to regional and localized air quality impacts due to its significant and unavoidable air quality impacts during both construction and operation.

## ***Project Analysis***

### **Construction**

Construction activities (short-term) typically result in emissions of ozone precursors and particulate matter (PM) in the form of fugitive dust and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and particulate matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. ROG<sub>s</sub> are also emitted from activities that involve painting, other types of architectural coatings, and asphalt paving. Construction activities related to the proposed project would have the potential to result in fugitive dust and emissions of ozone precursors and particulate matter, as discussed below. Construction of the project variant would be the same as that of the proposed project, thus there would be no difference in construction-related emissions.

## Fugitive Dust

The proposed project would result in demolition of the existing retail component of the Event Center development, minor trenching for utilities connections, and other construction activities that would create wind-blown dust and add PM to the local atmosphere. Because the proposed project area is over 0.5-acre and within 1,000 feet of sensitive receptors, it must comply with the Dust Control Plan prepared for the Event Center FSEIR. Implementation of the dust control measures identified in the Event Center FSEIR Dust Control Plan would ensure compliance with the San Francisco Dust Control Ordinance.

## Criteria Air Pollutants

Construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. The Bay Area Air Quality Management District's CEQA Air Quality Guidelines (BAAQMD Guidelines) recommend that project-related construction and operational emissions are calculated separately and then compared to BAAQMD significance thresholds. However, because the Event Center project is currently operational, construction emissions from the proposed project and operational emissions from the Event Center project must be analyzed in aggregate to assess significance. To determine whether the proposed project would have a significant impact regarding criteria air pollutants, construction-related emissions were calculated using the California Emissions Estimator Model (CalEEMod version 2016.3.2). Criteria pollutant emissions resulting from construction of the proposed project are presented in **Table 5**.

**TABLE 5  
CONSTRUCTION EMISSIONS IN POUNDS PER DAY**

	ROG (ppd)	NO <sub>x</sub> (ppd)	PM <sub>10</sub> (ppd)	PM <sub>2.5</sub> (ppd)
Existing Project Operation	79	124	80	25
<i>Proposed Construction</i>				
2021	2.32	26.94	0.52	0.50
2022	2.77	11.20	0.18	0.17
2023	3.95	4.03	0.05	0.05
<b><i>Existing Project Operation + Proposed Construction</i></b>				
<b>2021</b>	<b>81.32</b>	<b>150.94</b>	<b>80.52</b>	<b>25.50</b>
<b>2022</b>	<b>81.77</b>	<b>135.20</b>	<b>80.18</b>	<b>25.17</b>
<b>2023</b>	<b>82.95</b>	<b>128.03</b>	<b>80.05</b>	<b>25.05</b>
BAAQMD Thresholds	54	54	82	54
<b>Exceeds Threshold?</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>
NOTES: Project construction emissions were estimated using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions. PM10 and PM2.5 values represent PM exhaust only per BAAQMD CEQA Air Quality Guidelines.				
SOURCE: ESA, 2020				

As shown in Table 5, emissions of PM<sub>10</sub> and PM<sub>2.5</sub> from construction of the proposed project combined with PM<sub>10</sub> and PM<sub>2.5</sub> emissions from operation of the Event Center project would be below BAAQMD thresholds of significance.



Although ROG and NO<sub>x</sub> emissions associated with construction of the proposed project in combination with the Event Center project's operational ROG and NO<sub>x</sub> emissions would exceed BAAQMD thresholds of significance, the increase attributable to the proposed project would not represent a substantially more severe effect than identified in the Event Center FSEIR. This increase may require additional emissions offsets, as described in Mitigation Measure M-AQ-2b (Emissions Offsets). As under the Event Center FSEIR, air quality impacts from construction of the proposed project would be considered significant and unavoidable with mitigation.

## Operation

### Criteria Air Pollutants

Operational emissions associated with the proposed project would be primarily attributed to vehicle emissions from visitors and residents travelling to the site, as well as operation of the emergency generator and boilers. BAAQMD Guidelines recommend that project-related construction and operational emissions are calculated separately and then compared to the BAAQMD significance thresholds. To determine whether the proposed project would have a significant impact regarding criteria air pollutants, emissions from operation of the proposed project were calculated using CalEEMod and aggregated with the operational emissions from the Event Center project. Operational emissions that would result from the proposed modified project are summarized in **Table 6**.

**TABLE 6  
OPERATIONAL EMISSIONS IN POUNDS PER DAY AND TONS PER YEAR**

	ROG (ppd/tpy)	NO <sub>x</sub> (ppd/tpy)	PM <sub>10</sub> (ppd/tpy)	PM <sub>2.5</sub> (ppd/tpy)
Hotel/Condominium Building Operation	8.04/1.47	3.49/0.64	1.68/0.31	0.57/0.10
Existing Project Operation	79/14	124/23	80/14.6	25/4.5
<b>Modified Project Operation</b>	<b>87.0/15.5</b>	<b>127.5/23.6</b>	<b>81.7/14.9</b>	<b>25.6/4.6</b>
BAAQMD Thresholds	54/10	54/10	82/15	54/10
<b>Exceeds Threshold?</b>	<b>Yes/Yes</b>	<b>Yes/Yes</b>	<b>No/No</b>	<b>No/No</b>

NOTES: Project operational emissions were estimated using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions.

SOURCE: ESA, 2020

The Event Center FSEIR found that operational emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would not exceed BAAQMD thresholds of significance. Operation of the proposed project would result in additional PM<sub>10</sub> and PM<sub>2.5</sub> emissions, such that total emissions from operation of the combined project would be 81.7 pounds per day (ppd) of PM<sub>10</sub> and 25.6 ppd of PM<sub>2.5</sub>. Operational PM emissions of the combined project would still be below the BAAQMD threshold and, therefore, would not be considered a significant impact.

The Event Center FSEIR determined that the Event Center project would generate ROG and NO<sub>x</sub> emissions that would exceed BAAQMD thresholds of significance for operational criteria air pollutant emissions. Emissions of ROG and NO<sub>x</sub> exceeded the thresholds by 4.4 tons per year and 12.6 tons per year, respectively. Operation of the proposed project would increase the total operational emissions of criteria air pollutants, causing the combined project to further exceed BAAQMD thresholds of significance for operational emissions by an additional 1.47 tons per year for ROG and 0.64 tons per year for NO<sub>x</sub>. Although ROG and NO<sub>x</sub> emissions associated with operation of the proposed project in

combination with the Event Center project's ROG and NO<sub>x</sub> emissions would exceed BAAQMD thresholds of significance, the increase attributable to the proposed project would not represent a substantially more severe effect than identified in the Event Center FSEIR. This increase may require additional emissions offsets, as described in Mitigation Measure M-AQ-2b. As under the Event Center FSEIR, air quality impacts from construction of the proposed project would be considered significant and unavoidable with mitigation.

Operation of the project variant would result in a slight increase in associated emissions, as shown in Table 7.

**TABLE 7  
PROJECT VARIANT OPERATIONAL EMISSIONS IN POUNDS PER DAY AND TONS PER YEAR**

	ROG (ppd/tpy)	NO <sub>x</sub> (ppd/tpy)	PM <sub>10</sub> (ppd/tpy)	PM <sub>2.5</sub> (ppd/tpy)
Hotel Operation	8.94/1.63	4.84/0.88	1.98/0.36	0.69/0.13
Existing Project Operation	79/14	124/23	80/14.6	25/4.5
<b>Modified Project Operation</b>	<b>87.9/15.6</b>	<b>128.8/23.9</b>	<b>81.9/14.9</b>	<b>25.7/4.6</b>
BAAQMD Thresholds	54/10	54/10	82/15	54/10
<b>Exceeds Threshold?</b>	<b>Yes/Yes</b>	<b>Yes/Yes</b>	<b>No/No</b>	<b>No/No</b>

NOTES: Project operational emissions were estimated using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions.

SOURCE: ESA, 2020

As summarized in the table, the project variant would result in an additional 0.9 pounds per day of ROG and an additional 1.35 pounds per day of NO<sub>x</sub>. Although operational emissions of criteria air pollutants would increase with implementation of the variant, the difference is negligible and the conclusion identified for the proposed project would remain the same. The increase attributable to the proposed project would not represent a substantially more severe effect than identified in the Event Center FSEIR.

## Toxic Air Contaminants

### PM<sub>2.5</sub> and Cancer Risk

The City of San Francisco, along with BAAQMD, has designated areas with poor air quality as Air Pollutant Exposure Zones (APEZ). These areas are defined as areas having cumulative PM<sub>2.5</sub> concentrations that exceed 10 micrograms per cubic meter (µg/m<sup>3</sup>) and/or having a cumulative cancer risk that is greater than 100 per one million. As discussed in the Event Center FSEIR, the project site is not located within an APEZ; however, there are existing sensitive land uses in the project vicinity (UCSF Hearst Tower and UCSF Medical Center at Mission Bay), thus APEZ criteria were used as the threshold of significance for the evaluation of health risk. The Event Center FSEIR determined that the project would not result in an exceedance of the 10 µg/m<sup>3</sup> PM<sub>2.5</sub> APEZ concentration threshold at sensitive receptor locations during either project construction or operation. Additionally, a health risk assessment (HRA) was performed to assess cancer risk from both construction and operational sources of the project. With implementation of Mitigation Measure M-AQ-1, the cumulative total cancer risk for a child resident at UCSF Hearst Tower, an adult resident at UCSF Hearst Tower, and a child resident at UCSF Medical Center at Mission Bay would be 72 in one million, 64 in one million, and 86 in one million, respectively. Inasmuch as these totals were less than the 100 in one million cumulative threshold, the Event Center FSEIR determined that the project would not have a significant impact regarding health risk.

Construction of the proposed project or variant would result in emissions of toxic air contaminants (TACs) and PM<sub>2.5</sub>, primarily from the use of off-road equipment. The primary sources of TACs from operation of the proposed project include vehicle trips to the project site and an emergency diesel generator. Construction of the proposed project or variant would result in much lower construction emissions, including PM<sub>2.5</sub>, than what was analyzed in the Event Center FSEIR. The Event Center project includes an 11-acre footprint for construction activity, while the proposed project has a much smaller footprint of 0.7 acres. Therefore, construction of the proposed project or variant would result in less construction activity and, subsequently, less TAC and PM<sub>2.5</sub> emissions than construction of the Event Center project. Additionally, the Event Center project included 350,000 cubic yards of excavation, while the proposed project or variant would require no excavation other than minor trenching for utilities, resulting in much lower PM<sub>2.5</sub> emissions compared to those of the Event Center project.

Regarding operational emissions, the Event Center project included a total of five generators, while the proposed project or variant would include only one generator, generating a minimal amount of additional emissions. Furthermore, the proposed project would generate fewer vehicle trips, resulting in lower emissions of TACs and PM<sub>2.5</sub> than those of the Event Center project. The proposed project would generate negligible TAC and PM<sub>2.5</sub> emissions compared to the Event Center project. Therefore, the combined project would generate neither PM<sub>2.5</sub> concentrations nor a cancer risk that would exceed the APEZ threshold of 100 per one million, and the impact would be considered less than significant.

Implementation of the project variant would result in a slight increase in operational emissions compared to the proposed project. Due to an increase in vehicle trips associated with the land use change, an additional 0.57 pounds per day of PM<sub>2.5</sub> would be emitted as compared to the proposed project. Nonetheless, the difference is negligible, and the variant combined with the Event Center project would generate neither PM<sub>2.5</sub> concentrations nor a cancer risk that would exceed the APEZ threshold of 100 per one million, and the impact would be considered less than significant.

## Greenhouse Gas Emissions

### ***Summary of Greenhouse Gas Emissions Impacts in Event Center FSEIR***

The Event Center FSEIR identified a less-than-significant impact in regard to GHG emissions. Project compliance with the regulations identified in the City's *GHG Reduction Strategy* (Reduction Strategy) would reduce GHG emissions generated by the project to a less-than-significant level. Project compliance with the Reduction Strategy was demonstrated through the completion of the Compliance Checklist for GHG Analysis, and no mitigation measures were required.<sup>23</sup>

### ***Project Analysis***

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will contribute to global climate change and its associated environmental impacts. Direct GHG emissions from the proposed project would be generated from vehicle trips and area sources (natural gas

<sup>23</sup> Greenhouse Gas Analysis: Compliance Checklist, May 22, 2015. This document is on file and available for public review at the San Francisco Planning Department as part of Case File No. 2014.1441E.

combustion). Indirect sources include electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

Since the certification of the Event Center FSEIR, the City published the *2017 GHG Reduction Strategy Update* (Reduction Strategy Update).<sup>24</sup> Projects that are consistent with the Reduction Strategy Update are determined to be consistent with San Francisco's *Qualified GHG Reduction Strategy* and, therefore, would result in a less-than-significant GHG impact. An assessment of the proposed project's compliance with San Francisco's *Strategies to Address GHG Emissions* is provided in the Compliance Checklist for GHG Analysis, which concludes that the proposed project would comply with the Reduction Strategy Update. Compliance of the proposed project or variant with the Reduction Strategy Update demonstrates that the project's contribution to cumulative impacts related to GHG emissions would not be cumulatively considerable.<sup>25</sup> Therefore, the GHG emissions associated with the proposed project or variant would not be substantially more severe than that identified in the Event Center FSEIR.

## Wind

### **Summary of Wind Impacts in Event Center FSEIR**

Following adoption of San Francisco Planning Code Section 148 (Reduction of Ground-Level Wind Currents in C-3 Districts), the Planning Department developed procedures for implementation of the requirements, including a wind tunnel testing protocol. Although the Event Center project is not within an area of the city where wind speed criteria are enforced through the planning code, CEQA review relies upon the Section 148 hazard criterion to determine whether a project would result in a significant wind impact. Hazardous winds are defined in Section 148 as an hourly average of 26 miles per hour (mph), for a single full hour of the year or more.<sup>26</sup>

The Event Center FSEIR assumed that the project site would be developed with an event center, office and retail buildings, and other structures that could generate pedestrian-level wind effects, including increased wind speeds and turbulence (i.e., variability in wind speed); thereby, potentially generating hazardous winds at pedestrian use areas such as public walkways and public open space in the project vicinity. The Event Center FSEIR determined that the project would increase the total duration of wind hazards on the off-site public walkways in the project vicinity by 33 hours, and included Mitigation Measure M-WS-1 (Develop and Implement Design Measures to Reduce Project Off-site Wind Hazards) to reduce off-site wind impacts. With implementation of this measure, the project sponsor selected a specific on-site design modification (installation of a solid canopy with a porous vertical standoff at the ground level of the southwest corner of the proposed 16th Street office building) that was demonstrated to be effective in reducing the project wind hazard impact to a less-than-significant level. Accordingly, wind

<sup>24</sup> San Francisco Planning Department, 2017. *2017 Greenhouse Gas Reduction Strategy Update*. The final document is available at: [http://sfmea.sfplanning.org/GHG/GHG\\_Strategy\\_October2017.pdf](http://sfmea.sfplanning.org/GHG/GHG_Strategy_October2017.pdf).

<sup>25</sup> Greenhouse Gas Analysis: Compliance Checklist. This document is on file and available for public review at the San Francisco Planning Department as part of Case File No. 2014.1441E.

<sup>26</sup> The wind hazard criterion of 26 mph is derived from a wind condition that would generate a 3-second gust of wind at 20 meters per second (45 mph), a commonly used guideline for wind safety. This wind speed, on an hourly basis, is 26 mph averaged for a full hour. However, because the wind data on which the analysis is based were collected at one-minute averages, the 26-mph one-hour average wind speed is converted to a corresponding one-minute average wind speed of 36 mph, which is then used to determine compliance with the 26-mph one-hour hazard criterion in the planning code. (Arens, E. et al., "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," *Building and Environment*, Vol. 24, No. 4, pp. 297-303, 1989.) All hazard wind speeds in this discussion are presented based on the 36-mph wind speed averaged over one-minute, and the hazard criterion is based on 36 mph.

impacts were determined to be less than significant with mitigation. Cumulative wind impacts were found to be less than significant.

### **Project Analysis**

Because the proposed project would develop a building approximately 180 feet in height, a project-specific wind analysis was performed, consistent with the South D for D requirements (see Appendix C, Esplanade Hotel Project Pedestrian Wind Study). The analysis included wind-tunnel testing in accordance with the procedures developed for implementation of San Francisco Planning Code Section 148. The wind tunnel test was conducted using a 1:300 (1 inch = 25 feet) scale model of the proposed project and surrounding buildings within a 1,200-foot radius centered on the project site, which is sufficient to encompass buildings on the site as well as nearby buildings that could affect winds on and near the site. The circular study area extends west from the project site to encompass buildings across 3rd Street, north to buildings across Warriors Way, east to Bay Front Park, and south across 16th Street. Using 16 compass directions (northwest, west-northwest, west, west-southwest, southwest, etc.), wind tunnel tests were conducted for the project site and vicinity using the following scenarios:

- Existing;<sup>27</sup>
- Existing plus proposed project;
- Existing plus proposed project (with landscaping);
- Cumulative, consisting of buildout of a UCSF building up to 160 feet on Block 25B of the South Plan (in addition to the proposed project); and
- Cumulative with landscaping (in addition to the proposed project).

The scale model, which was equipped with wind speed sensors, was placed inside an atmospheric boundary layer wind tunnel. The existing conditions model had 83 wind speed sensors (test points) to measure wind speeds at locations where relatively severe conditions are frequently found, such as at building corners, near building entrances, on adjacent sidewalks with pedestrian traffic, and in open plaza areas. Three test points were added to model above-ground conditions at the level of the proposed project's podium. Consistent with Planning Code Section 148, the majority of test point locations consisted of publicly accessible sidewalks and open spaces where pedestrian use is anticipated.

As shown in **Table 8**, the wind-tunnel test found that the proposed project would generally improve pedestrian-level wind speeds in the project vicinity. Implementation of the proposed project would result in a small decrease in wind speeds, with the average wind speed exceeded one hour per year decreasing from 26 mph under existing conditions to 24 mph with the proposed project.<sup>28</sup> The total number of hours per year where winds would exceed the hazard criterion would decrease from 100 hours under existing conditions to 47 hours under existing plus project conditions. The total number of test points exceeding the wind hazard would be reduced from ten locations under existing conditions to six locations under the existing plus proposed project scenario. The addition of landscaping would further improve wind

<sup>27</sup> The Existing condition includes the now-completed Event Center project, including the event center itself, two office buildings fronting 3rd Street, and other associated smaller structures. Consistent with San Francisco wind testing protocol, the Existing condition also includes buildings under construction, such as the adjacent Uber office buildings to the north of the project site and the UCSF Wayne and Gladys Valley Center for Vision to the south.

<sup>28</sup> As stated in footnote 25, because of the conversion involved in evaluating hourly wind speeds based on wind speed data collected over one-minute averages, the hazard wind speeds in this discussion are based on the 36-mph wind speed averaged over one-minute, and the hazard criterion is based on 36 mph.

conditions. With landscaping, the proposed project would result in an average wind speed exceeded for one hour per year of 21 mph compared to 26 mph under existing conditions. Moreover, under this scenario, the total number of hours per year where winds would exceed the hazard criterion would be reduced to 45 hours, and the number of test points exceeding the wind hazard be reduced to four locations.

**TABLE 8  
SUMMARY OF WIND RESULTS**

<b>Wind Tunnel Scenarios</b>	<b>Average Speed (mph)</b>	<b>Total Hours Exceeding Criterion</b>	<b># of Test Points Exceeding Criterion</b>
Existing Conditions	26	100	10
Proposed Project	24	47	6
Proposed Project (with landscaping)	21	45	4
Cumulative <sup>a</sup>	23	21	4
Cumulative <sup>a</sup> (with landscaping)	21	15	2

NOTES:

<sup>a</sup> Cumulative scenarios include other nearby development projects in addition to the proposed project.

SOURCE: RWDI, 2019

Under cumulative conditions, the average wind speed exceeded one hour per year would be 23 mph, and the total hours and number of test points exceeding the hazard criterion would be less than under existing conditions, both with and without landscaping. Therefore, there would be no significant project or cumulative wind impacts and the proposed project or variant would not result in any new or substantially more severe wind impacts than were identified in the Event Center FSEIR, and no further mitigation measures are required.

### ***Informational Discussion of Wind Comfort***

In addition to the wind hazard criterion, Planning Code Section 148 establishes wind comfort criterion, whereby a project shall not cause ground-level wind currents to exceed, more than 10 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas.<sup>29</sup> Section 148 wind comfort criteria are not used to determine the significance of project wind impacts in the Mission Bay Plans area; therefore, proposed project effects on wind comfort are presented for informational purposes only. The wind comfort analysis found that the proposed project would decrease the average wind speed exceeded 10 percent of the time from 13 mph under existing conditions to 12 mph with the proposed project. The analysis found that wind speeds under existing conditions exceed the comfort criterion at 52 of the 83 test points, while with the project, wind speeds would exceed the comfort criterion at 54 of the 86 test points, and 42 of the 86 test points with the project and landscaping. Under cumulative (buildout) conditions, the average speed exceeded 10 percent of the time would be 12 mph or 11 mph with landscaping, and wind speeds would exceed the comfort criterion at 48 of the 86 test points or 31 of the 86 test points with landscaping.

<sup>29</sup> The wind comfort speed is useful for characterization of the more common wind environment, as it represents winds that are exceeded 876 hours per year, as opposed to the hazard criterion's one hour per year.

## Shadow

### **Summary of Shadow Impacts in Event Center FSEIR**

The Event Center FSEIR concluded that the area of Bayfront Park that would be in continuous shadow for a period of one hour from March to September between 10:00 a.m. and 4:00 p.m. would be less than 20 percent of the park area, which would satisfy the South D for D criterion for adequate sunlight access to open space. Accordingly, the Event Center FSEIR determined that project-level and cumulative impacts related to shadow would be less than significant.

### **Project Analysis**

With respect to the proposed project's shadow impacts, the South D for D requires project-specific shadow analysis for projects that request a variance from the Design Standards, consistent with Mitigation Measure D.08 of the Mission Bay FSEIR. While the proposed project or variant would not seek a variance, as described above, it would require an amendment of the South D for D to increase the height limit for the site, allow a third tower on Blocks 29-32, reduce tower separation requirements between the proposed building and the Event Center, amend the Rooftop Recreation/Community Structures standards for Height Zone 5, permit the building's bulk, amend requirements for architectural projections, and other conforming amendments and clarifications. Accordingly, a project-specific shadow analysis was undertaken (see Appendix D, Chase Center: Esplanade Hotel Project CEQA Shadow Study). To evaluate the shadow impact of the proposed project, a three-dimensional (3-D) model of the South Plan area was constructed that included current ground and roadway elevations for the study area using maps provided by OCII; digital 3-D model of the proposed project as provided by the sponsor; and planned development (Cumulative Condition) in the study area consistent with the maximum dimensions and bulks provided for in the South D for D.

The South D for D's *Sunlight Access to Open Space* requirements was prepared with the objective of encouraging new developments to ensure sunlight access to public open spaces and limit the extent and duration of shadows on these public open spaces. The South D for D notes that shadow studies have determined that development complying with the design standards will reasonably limit areas of shadow on public open spaces during the active months of the year (March to September) and during the most active times of the day (10:00 a.m. to 4:00 p.m.).

The project-specific shadow analysis determined that the proposed project or variant would not cast new shadow on any of the four Mission Bay parks identified in the South D for D, including Bayfront Park, Mission Creek Park, Mission Bay Kids' Park (formerly Triangle Square), or Mission Bay Commons during the hours identified in the South D for D—between 10 a.m. and 4 p.m. from March 1 through September 30. Therefore, the project would not increase shading on Bayfront Park (the only park shaded at all by the Event Center project [Event Center FSEIR p. 5.6-8]) or any of the other parks identified in the D for D to more than the applicable percentages between 10 a.m. and 4 p.m. from March 1 through September 30. Accordingly, the Event Center project with the addition of the proposed project or variant would continue to satisfy the South D for D criterion for adequate sunlight access to open space, and the project and cumulative shadow effect would remain less than significant, as determined in the Event Center FSEIR.

Based on the above analysis, the proposed project's or variant's net new shadow would not substantially affect the use and enjoyment of Bayfront Park, and Mission Bay FSEIR Mitigation Measure D.8 has been fully satisfied by the project-specific shadow analysis. Therefore, the proposed project or variant would

not result in substantial new shadow as compared to what was identified in the Event Center FSEIR, and no further mitigation measures are required.

## **Utilities and Service Systems**

### ***Summary of Utilities and Service Systems Impacts in Event Center FSEIR***

The Event Center FSEIR estimated that water demand for Blocks 29-32 would be 0.100 million gallons per day (mgd) as adjusted for water conservation measures as required under the Green Building Requirements in Chapter 13C of the 2010 San Francisco Building Code. The Water Supply Assessment (WSA) approved by SFPUC for an earlier design of the project concluded that there are adequate water supplies in the regional water system to serve an estimated 0.109 mgd of water demand for the project and cumulative demands during normal, single dry years, and multiple dry years from 2015 through 2035.<sup>30</sup> Since the estimated water demand of 0.100 mgd is less than the 0.109 mgd identified in the 2013 WSA, the water demands of the Event Center project would not require new or expanded water supply resources or entitlements. In addition, when recycled water becomes available in the future, some of the estimated water demand could be met with recycled water for non-potable uses, which could reduce the Event Center project's potable water demand to less than 0.100 mgd. Therefore, existing water supplies serving the City would be sufficient to meet the projected water demand of the Event Center project, and the project would not trigger the need for new or expanded water supply resources or entitlements. Impacts on water supply would be less than significant.

### ***Project Analysis***

The proposed project or project variant includes residential and hotel uses that were not part of the Event Center project. Although the Event Center FSEIR did not anticipate such uses, the 2013 WSA prepared for the earlier project design did include analysis of water demand for 176 residential units and 227 hotel rooms. Table 10 in Attachment C to the WSA includes rates for water use based on gallons per day per unit. Using 112 gallons per day per residential unit and 128 gallons per day per hotel room, the proposed project's estimated additional water use would be approximately 0.019 mgd. The WSA also presented the adjusted water demand per water conservation measures required under the Green Building Requirements in Chapter 13C of the 2010 San Francisco Building Code (also shown in Table 10). Applying these lower rates to the proposed project results in a water demand of approximately 0.016 mgd. Therefore, the total water demand of Blocks 29-32 would be approximately 0.116 mgd, which is 0.007 mgd or 7,000 gallons per day greater than identified for the project site in the 2013 WSA. Using the same rates, water demand for the project variant would be approximately 0.026 mgd, resulting in a total water demand of Blocks 29-32 of approximately 0.126 mgd (that is, 0.017 mgd or 17,000 gallons per day greater than identified for the project site in the 2013 WSA).

The 2013 WSA determined that the water demand of the earlier project design would be encompassed within the San Francisco water demand, which considers water demand based on 2012 Land Use Allocation (LUA) projections from the San Francisco Planning Department. In 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment). If the Bay-Delta Plan Amendment were to be implemented, it would result in significant water supply shortages during single dry and multiple dry years, greater than those projected in the 2015 Urban Water Management Plan

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<sup>30</sup> SFPUC, 2013. Water Supply Assessment for the Event Center and Mixed-Use Development Project at Piers 30-32 and Seawall Lot 330. July 1, 2013.



(UWMP) (which incorporated 2012 LUA housing and employment growth projections). The 2015 UWMP already assumes limited rationing may be needed in multiple dry years to address an anticipated supply shortage by 2040, but implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years and to a greater degree to address supply shortages not accounted for in the 2015 UWMP. Numerous lawsuits have been filed challenging the Bay-Delta Plan Amendment, and SFPUC is a party to one of those pending lawsuits. The SFPUC, in partnership with other key stakeholders, is currently negotiating with the State a voluntary agreement that could ultimately be adopted as an alternative or substitute for the Bay-Delta Plan Amendment. On March 1, 2019, in accordance with the State Water Resources Control Board's instruction, SFPUC submitted to the State a proposed voluntary agreement ("March 1st Proposed Voluntary Agreement"). For these and other reasons, whether the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement will be implemented, and how those amendments if implemented will affect the SFPUC's water supply, is currently uncertain and possibly speculative.

The projected increase of only 7,000 gallons per day (0.007 mgd) for the proposed project and only 17,000 gallons per day (0.017 mgd) for the project variant above the 2013 WSA estimate would be encompassed within San Francisco retail water demands ranging from 79.0 to 89.9 mgd between 2025 and 2040.<sup>31</sup> Therefore, existing water supplies serving the City would be sufficient to meet the projected water demand of the proposed project or variant, and it would not trigger the need for new or expanded water supply resources or entitlements. Impacts on water supply would not be substantially more severe than identified in the Event Center FSEIR.

The proposed project or variant would not require construction of water treatment, stormwater, or wastewater treatment facilities other than standard connections to existing utilities already constructed as part of the Event Center development. For Blocks 29-32, wastewater is routed to the City's combined sewer system via the Mariposa Pump Station or to the Mission Bay Sanitary Pump Station. Wastewater from the proposed project would be directed to the Mission Bay Sanitary Pump Station, according to GSW Hotel LLC. Using an estimated wastewater generation of 90 percent of water demand, the proposed project's or project variant's generation of approximately 0.014-0.023 mgd of additional wastewater, in combination with the Event Center project's 0.230 mgd, would not exceed the estimated 0.29 mgd peak contribution from the project site to the Mission Bay Sanitary Pump Station. The additional wastewater flows would be within the remaining capacity of the pump station and the proposed project or variant would not require or result in the construction or expansion of new wastewater treatment facilities; the impact would be less than significant. Impacts on wastewater would not be substantially more severe than identified in the Event Center FSEIR.

As under the Event Center FSEIR, the proposed project or variant would not require the construction of new water facilities; exceed landfill capacity; or fail to comply with solid waste regulations. Impacts would not be substantially more severe than identified in the Event Center FSEIR.

## Other Environmental Topics

### *Aesthetics*

Public Resources Code Section 21099(d) provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are

<sup>31</sup> SFPUC, 2016. 2015 Urban Water Management Plan for the City and County of San Francisco. June 2016.

no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet the following three criteria: (1) the project is in a transit priority area, (2) the project is on an infill site, and (3) the project is residential, mixed-use residential, or an employment center. As described in the Event Center FSEIR, the project satisfied each of the above three criteria because it (1) is located in proximity to several transit routes; (2) is located on an infill site that has previously been developed with industrial and commercial uses and is surrounded by areas of either recently completed or planned urban development; and (3) would be an employment center supporting a range of commercial uses, located in proximity to several transit routes, and in an urban area on a site already developed and zoned for commercial uses with a floor area ratio (FAR) greater than 0.75. Thus, the Event Center FSEIR Initial Study did not consider aesthetics (or parking) in determining the significance of project impacts under CEQA. The proposed project or variant would be constructed on the same site as the Event Center and also would include a residential component; therefore, any potential aesthetic impacts would similarly not be considered under CEQA.

### ***Cultural Resources***

The proposed project or variant would replace existing structures recently completed as part of the Event Center. No impacts to historic architectural resources would result from the demolition of this portion of the Event Center development and replacement with the proposed project. With respect to archeological resources, ground-disturbing activity would not be required in connection with the proposed project because the foundation system has already been constructed. Moreover, archaeological testing required under Event Center FSEIR Mitigation Measure M-CP-2a: Archaeological Testing, Monitoring and/or Data Recovery Program, has already been implemented during construction of the Event Center. Similarly, Mitigation Measure M-CP-2b: Accidental Discovery of Archaeological Resources was implemented during construction.

### ***Population and Housing***

The proposed project or variant would require hundreds of construction workers over the approximate two-year construction period, although the number of construction workers present on-site daily would range considerably, depending on the specific construction activities being performed and the overlap between construction phases. Similar to the Event Center project, the proposed project would not result in substantial population growth in San Francisco due to construction-worker demand for housing in the area. The proposed project or variant would create employment opportunities for approximately 223-356 people, which are expected to be filled by existing Bay Area residents.<sup>32</sup> Even if new employees relocated to San Francisco, the number of new employees would not be substantial relative to the overall population and would not result in the need to construct new housing. The proposed project or variant would not displace people or existing housing necessitating construction of new housing elsewhere. The project's proposed addition of up to 21 new dwelling units would not result in substantial unplanned population growth in San Francisco.

Regarding **Public Services**, the presence of construction workers on-site could result in an incremental, temporary increase in demand for fire protection, emergency medical services, and law enforcement. It is expected that a portion of the construction labor needs would be met by residents of San Francisco, who are currently being served by these City services and therefore would not represent an increase in

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<sup>32</sup> Based on an estimate of 1.3 new employees per hotel room and approximately 57 retail employees according to data provided by the hotel operator. Fiscal Analysis of Proposed Warriors Development, Mission Bay, San Francisco, by Seifel Consulting, Inc., February 2020.

demand for City services. In any case, this incremental, temporary increase in demand for services during construction could be accommodated by the existing fire protection, emergency medical services, and law enforcement services and would not require construction of new or physically altered facilities to maintain services. An increase in population at the project site from permanent residents and temporary hotel patrons would result in periodic increases in demand for fire protection and emergency medical services compared to conditions analyzed under the Event Center FSEIR. The population increases associated with the proposed project or variant would be minimal in comparison to the population served by the existing fire and police stations in the project area. The increase in calls for fire protection and medical emergency response would not be substantial in light of the existing demand and capacity for fire protection and emergency medical services in the City. The project site is located in an existing urban area and would not extend demand of the fire protect or law enforcement services beyond the current limits of their respective capabilities. The proposed project or variant would neither adversely affect service standards nor require an increase in staff that would require the construction of new fire protection or law enforcement facilities. The addition of up to 21 residential units could result in school-age children residing on the project site. However, the minimal number of potential children would be within the assumptions analyzed in the Mission Bay FSEIR for the South Plan area and the project would not result in any new or substantially more severe impacts on schools than those identified in the FSEIR.

Regarding **Recreation**, the increase in permanent population associated with the proposed project would not increase the use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, nor would the project physically degrade recreational resources in the area. However, although no impact would result from the proposed project, the project sponsor has agreed to pay the “P22 Maintenance Amount” fee pursuant to the 7<sup>th</sup> amendment to the South OPA.<sup>33</sup> The P22 Maintenance Amount fee will supplement funding that is available from the Community Facilities District No. 5, the Mission Bay Maintenance District, which provides funding for open space operations in Mission Bay. Potential impacts associated with construction of open terraces on the 2nd, 7th, and 13th floors and a fitness center are addressed under normal construction-related impacts associated with the project as a whole.

The project site is entirely disturbed due to construction of the Event Center. No new or substantially more severe significant effects related to **Biological Resources** are anticipated as a result of implementation of Event Center Mitigation Measures M-BI-4a (Preconstruction Surveys for Nesting Birds) and M-BI-4b (Bird Safe Building Practices) from the Event Center FSEIR and compliance with the Migratory Bird Treaty Act and the City’s tree ordinance.

Regarding **Geology and Soils**, because the proposed project or variant would bear on the existing foundation system constructed as part of the Event Center development, which the sponsor has determined is adequate to support the proposed project, the project or variant would not expose people or structures to geologic hazards; cause soil erosion or loss of topsoil; be affected by unstable soils or geologic units; be affected by expansive soils or soils incapable of supporting wastewater disposal systems; or cause a substantial change of topography.

Potential **Hazards and Hazardous Materials** effects of the proposed project or variant are anticipated to be avoided through compliance with applicable regulations and compliance with the Mission Bay Risk Management Plan. Ground-disturbing activity will be limited to minor trenching for utilities connections. The proposed project or variant would comply with the BAAQMD-approved Asbestos Dust Mitigation

<sup>33</sup> See Section 4 of the 7<sup>th</sup> Amendment to the South OPA.

Plan prepared in accordance with Event Center FSEIR Mitigation Measure M-HZ-1b (Geologic Investigation and Dust Mitigation Plan for Naturally Occurring Asbestos).

Regarding **Hydrology and Water Quality**, the proposed project or variant would not deplete groundwater supplies; alter drainage patterns, resulting in erosion; place housing and/or structures within a 100-year flood zone<sup>34</sup>; or expose people and structures to hazards associated with failure of a levee or dam, seiche, tsunami, mudflow, or flooding (including sea level rise). As noted in the Event Center FSEIR, the project site is above the 2050 flood elevation, which combines 12 inches of sea level rise with the effects of a 100-year storm surge. In addition, the project site would not be flooded during daily high tide conditions with the 36 inches of sea level rise expected by 2100. The project site could be prone to flooding by 2100 based on the projected sea level rise in combination with the effects of a 100-year storm surge. This flooding scenario is based on 2010/2011 topographic conditions and assumes that no site-specific flood protection measures such as filling to raise the grade of low lying areas or area-wide measures such as construction of berms, levees, or seawalls would be implemented during the intervening period. No portion of the project would be constructed below ground. In addition, the lowest level of hotel guest rooms or dwelling units (4th floor) would be constructed approximately 41 feet above ground level (agl). Compliance with the existing Construction General Stormwater Permit would ensure that the proposed project or variant would not violate water quality standards or otherwise substantially degrade water quality during construction.

As under the Event Center FSEIR, the proposed project or variant would not cause the loss of known valuable **Mineral Resources**; would not encourage activities that result in wasteful use of **Energy** resources; and would not convert **Agriculture or Forestry Resources** to non-agricultural or non-forest use.

## Conclusion

Implementation of the proposed project or variant would not require major revisions to the Event Center FSEIR because no new, significant environmental effect or substantial increase in the severity of previously identified significant effects would result. Additionally, since certification of the Event Center FSEIR, no material changes have occurred in the project or the circumstances under which the South Plan would be implemented, and no new information has emerged that would materially change any of the analyses or conclusions of the Event Center FSEIR. Similarly, no new or previously rejected mitigation measures or alternatives have been proposed that would substantially reduce previously identified significant effects that the project sponsor has declined to implement. As such, because none of the criteria set forth in CEQA Guidelines Section 15162 that would require subsequent environmental review have been triggered, the lead agency may approve the subsequent activities as being within the scope of the Event Center FSEIR under CEQA Guidelines Section 15162 without the need for additional environmental documentation.

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<sup>34</sup> As indicated in the Event Center FSEIR, the project site is not located within the 100-year flood zone based on the City's 2008 interim floodplain maps. The City is a participant in the National Flood Insurance Program (NFIP), which is managed by the Federal Emergency Management Agency (FEMA). To support the NFIP, FEMA publishes Flood Insurance Rate Maps (FIRMs) for participating communities, which are used for flood insurance and floodplain management purposes. FEMA released a preliminary FIRM for San Francisco on November 12, 2015 and released a revised preliminary version on May 31, 2019. The City is currently reviewing the revised preliminary FIRM and preparing comments to submit to FEMA. FEMA expects to finalize the data shown on the FIRM in June 2020 and to publish the FIRM for use in December 2020. Once the preliminary FIRM is finalized, the City will use the Special Flood Hazard Areas shown on the FIRM to implement the City's Floodplain Management Ordinance. The project site is outside the 100-year flood zone according to both the 2015 and 2019 preliminary maps. See "San Francisco Floodplain Management Program" at <https://sfgsa.org/san-francisco-floodplain-management-program>.



University of California  
San Francisco

**Sam Hawgood, MBBS**  
Chancellor  
Arthur and Toni Rembe Rock  
Distinguished Professor

Office of the Chancellor  
UCSF Box 0402  
550 16th Street, Room 7107  
San Francisco, CA 94143

tel: 415.476.6582  
Sam.Hawgood@ucsf.edu  
www.ucsf.edu

May 11, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing on behalf of the University of California, San Francisco (UCSF) to express its support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a neighbor in Mission Bay, we believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. We frequently have out-of-town visitors at our campus and patient families at the UCSF Medical Center at Mission Bay, and this project will be a tremendous benefit for our community.

This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood, including our learners, trainees, and faculty who reside in Mission Bay and Dogpatch.

Since the opening of Chase Center, we have been pleased with the ongoing operations and the Warriors' collaboration and communications with UCSF. We are confident they will uphold the same process and standards as the hotel project moves forward.

I hope you will support this item. Thank you for your consideration.

Sincerely,

Sam Hawgood, MBBS  
Chancellor  
Arthur and Toni Rembe Rock Distinguished Professor

cc: Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors



May 15, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

Although not a resident of Mission Bay, but rather of the larger eastern neighborhoods area that abuts Mission Bay, I think this project and its proposed uses are much needed in our area, where hotels and hospitality amenities are under-represented, particularly in Mission Bay. This project as proposed will complement the uses at the Chase Center, and add to the vitality of the public realm in our part of the City.

I have been impressed with the operations as the Chase Center knitted itself into our community, and especially with the Warriors' collaboration and communications with the surrounding neighborhoods.

I ask that you support this item. Thank you for your consideration.

Sincerely,

Alice Rogers  
10 South Park, Studio 2

cc:  
Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors

Arlene K Singer  
435 China Basin Street, unit 539  
San Francisco, CA 94158  
(415) 518-0427

March 12, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a resident for over 5 years at Madrone in Mission Bay, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center, and help to create additional public activity, daytime foot traffic and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations, traffic control and mitigation and the Warriors' collaboration and communications with the surrounding community. I know they will uphold the same process and standards as the hotel project moves forward. I am also confident that the aesthetics of the hotel will be as exemplary as is the arena and will continue to be a draw for tourists to San Francisco.

I hope you will support this item. Thank you for your consideration.

Sincerely,

Arlene Singer



cc:

Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors



March 8, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

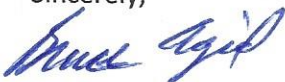
As a resident of Mission Bay for the past 11 years, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center and help to create additional public activation and retail opportunities that will benefit our neighborhood.

During the planning and construction of the Arena, we in the community were engaged on a regular basis, brought in to learn about specific aspects of the project (community impacts regarding design, lighting, sound, etc.), outreach to neighborhood stakeholders and general next steps. Specifically during construction, contractors were sensitive and took immediate action to resolve any complaints or areas of concerns identified by neighbors and community. I have confidence this will be replicated in any efforts going forward.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. In addition, as a member of the Board of the South Beach/Rincon/Mission Bay Neighborhood Association and Mission Bay Transportation Improvement Fund Advisory Committee, I've had the opportunity to engage in very detailed conversations with the Warriors team. What has pleased me to this point over several years is their commitment to not only execute on what is required by their development and related agreements, but go above and beyond to engage with the community, incorporate feedback, bring on resources to ensure deep dives into operational matters and be proactive in managing all aspects of operations. With the exception of a few minor issues (which were immediately identified, analyzed and corrective actions integrated into going forward planning), the results of their efforts has the community talking about the wonderful entertainment and experiences associated with the Center and NOT about impacts on the neighborhood.

I hope you will support this item. Thank you for your consideration.

Sincerely,



Bruce Agid

cc:

Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors



May 28, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.


As a resident of Madrone, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I know they will uphold the same process and standards as the hotel project moves forward.

I have personally been in communication with both the Warriors PR team and SF MTA on several occasions as they asked for feedback before and after the opening of the arena. They have been very responsive and clearly respect the opinions of the surrounding neighbors, so I have no doubt this new development will be met with the same type of collaboration.

I hope you will support this item. Thank you for your consideration.

Sincerely,



Donald Parker  
Madrone Owner/Resident

cc:

Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors

Triple Voodoo Brewery and Tap Room  
2245 3rd St  
San Francisco CA 94107

4/25/20

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a small business owner in Dogpatch Neighborhood, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I know they will uphold the same process and standards as the hotel project moves forward.

The Warriors organization has been very supportive of our business and the community. They have featured Triple Voodoo as part of their Taste Makers Program highlighting local independently owned businesses inside the arena. They have donated valuable items for charity events that we have hosted at our establishment. We feel really connected to this organization and feel they are connected to the community.

I hope you will support this item. Thank you for your consideration.

Sincerely,

Greg Kitchen  
Co-owner  
Triple Voodoo Brewery and Tap Room

cc:  
Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors



March 6, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a small business owner and ten-year resident in Mission Bay I have long bemoaned the lack of retail, restaurants, hotels, and hospitality amenities in our community. I believe the Warriors' mixed-use project will be a great addition to the Chase Center and will nicely compliment those already there.

I live a short two blocks from Chase Center, and I have been impressed with ongoing operations there and the Warriors' collaboration and communications with the surrounding community. The professional discipline in the construction of the arena and its parts has been impressive to say the least. I have no doubt that these processes and standards will be employed as the mixed-use project moves forward.

The arena and its plaza have finally given the neighborhood a kind of town square that is a relaxing gathering place as well as a center of entertainment. It has added color and excitement in an area long devoid of these attributes.

I hope you will support this item. Thank you for the opportunity to endorse this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jackson Fahnestock", written in a cursive style.

Jackson Fahnestock

cc:

Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors

Jeannette Revel-Mauro

325 China Basin Street, Unit 511

San Francisco, CA 94158

Mobile: 415-308-9813

April 15, 2020

Commission on Community Investment and Infrastructure

One S. Van Ness Avenue, 5<sup>th</sup> Floor

San Francisco, CA 94103

RE: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Member of the Commission on Community Investment and Infrastructure

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Block 29-32 in Mission Bay.

As a resident at Radiance, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center and help to create additional public activation and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I know they will uphold the same process and standards as the hotel project moves forward.

I hope you will support this item. Thank you for your consideration.

Sincerely, *jeannette revel-mauro*

Jeannette Revel-Mauro

Cc:

Office of Community Investment and Infrastructure (OCII)

San Francisco Planning Commission

San Francisco Board of Supervisors

Jennifer Houser  
Bryr Studio  
2331 3rd Street  
San Francisco, CA 94107

08 May 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103  
Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a small business manager in the Dogpatch, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center and help to create additional public activation and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I know they will uphold the same process and standards as the hotel project moves forward.

Our business, as most on the 3rd Street corridor, is directly impacted by the events and activations at the Chase Center. I'm excited to collaborate with GSW leadership to encourage and share all that Dogpatch has to offer with guests and residents of the hotel project.

I hope you will support this item. Thank you for your consideration.

Sincerely,



Jennifer Houser  
Bryr Studio

cc:  
Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors



John B deCastro  
243 Missouri St.  
San Francisco CA 94107

March 19, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a resident of Potrero Hill, I believe this project and its proposed uses are much needed in our community, where hotels and hospitality amenities are currently lacking.

This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community.

I especially appreciate the Warriors collaboration with SFMTA on traffic and parking issues impacting Potrero Hill and Dogpatch.

I know they will uphold the same process and standards as the hotel project moves forward.

I hope you will support this item. Thank you for your consideration.

Sincerely,



John B deCastro

cc:  
Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors



March 15, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a long-time resident and business owner on Potrero Hill, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I am especially impressed with their efforts to feature local merchants and vendors at the arena. I am confident they will uphold the same process and standards as the hotel project moves forward.

I hope you will support this item. Thank you for your consideration.

Sincerely,



Keith Goldstein,  
Eastern Neighborhoods CAC, Chair  
Potrero Dogpatch Merchants Association, President  
Potrero Boosters Neighborhood Association, VP  
*Communicating here as an individual; none of these entities has taken a position on this.*

cc:  
Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors



Kitty Chang  
325 China Basin St Unit 313  
Neighbor at the Radiance  
San Francisco, CA 94158

5/6/2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a residential condominium owner in the Mission Bay neighborhood, I believe this project and its proposed use are complementary to our neighborhood. The proposal will fill a service void as hotels and hospitality amenities that is currently lacking for visiting patrons of local services. This proposed project will also enhances the existing activities at Chase Center, and help to create additional public activation and retail opportunities beneficial to the community.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I know they will uphold the same process and standards as the hotel project moves forward.

*Nevertheless, the one reservations I have is the increase massing and heights being proposed by the Golden State Warriors which exceeds the original Mission Bay Owner Participation Agreements. Nonetheless, I have confidence the Golden State Warriors will continue in good faith to collaborate with the neighborhood stakeholders to arrive at an amicable compromise.*

I hope you will support this item. Thank you for your consideration.

Sincerely,



cc:  
Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors

May 13, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a neighbor in the Madrone building in Mission Bay, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood. Regarding activation, I'm particularly excited about the activity this project will bring to the northeast corner of the Chase Center complex, especially along Warriors Way. Mission Bay is well on its way to being a complete neighborhood with a variety of uses and community amenities. This project continues to move the neighborhood forward toward that vision.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I am confident they will uphold the same process and standards as the hotel project moves forward.

My family and I have lived in Mission Bay since 2015. We love the neighborhood for its diversity and potential to be a model 21st-century neighborhood. Part of what excited me about this neighborhood was the liveliness that would come from the Chase Center complex, including events, park space, and family-friendly businesses and gathering places. I am excited about this hotel project in part because it will provide my family with more opportunities to enjoy the neighborhood.

I hope you will support this item. Thank you for your consideration.

Sincerely,  
Efrem Bycer  
Mission Bay Resident

cc:  
Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors

April 3, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a resident in Mission Bay, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I know they will uphold the same process and standards as the hotel project moves forward.

My wife and I strongly support the proposed hotel project. The Chase Center is by far the best thing to happen to the neighborhood since we committed to moving here in 2012. A hotel on the site will be the crowning jewel on an already beautiful project. The central waterfront needs more hotels, not just one but several.

There were a few but very vocal opponents to the Chase Center. They said all kinds of things that would happen if it were built. None of their dire warnings have occurred since the completion of the arena. Like I said at the Board of Supervisors meeting several years ago, the arena is a gift to the city. It truly is and has exceeded all of our expectations.

We are confident the new hotel will be no different. The Warriors' neighborhood outreach team has done an excellent job keeping everyone informed of what to expect. They exceeded our expectations on the Chase Center and will probably do so with this project.

I hope you will support this item. Thank you for your consideration.

Sincerely,

Mike and Hayley McGonigle

cc:

Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors

330 Mission Bay Blvd. N., Unit 302  
San Francisco, CA 94158

April 23, 2020

Commission on Community Investment and Infrastructure  
One South Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a resident of The Radiance, one of two closest residential buildings to Chase Center, I have enjoyed the energy and activity that the development has brought to the neighborhood. I've shopped at the farmers' market on Sunday morning, dined at Dumpling Time (and am looking forward to doing the same at Gott's Roadside) and watched our wonderful Warriors. The arena and its plaza have given the neighborhood a kind of town square that is a gathering place as well as an entertainment center. This proposed project will complement the existing activities at the Center and increase the number of public activities that will benefit our neighborhood.

From the moment the Warriors announced their purchase of Blocks 29-32 and their intentions to create a vibrant center of sports and entertainment I have been impressed with their willingness to listen to and work with the neighborhood as the development progressed. I know this will continue with the hotel project.

I hope you will support this item. Thank you for your consideration.

Sincerely,



Peggy Fahnestock  
Treasurer  
South Beach/Rincon/Mission Bay Neighborhood Association

cc:  
Office of Community Investment and Infrastructure  
San Francisco Planning Commission  
San Francisco Board of Supervisors



Vanessa Ross Aquino  
1106 Tennessee Street  
San Francisco, CA 94107

May 19, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure,

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a neighbor in the Dogpatch neighborhood, I believe this project and its proposed uses are much needed in our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood.

Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I know they will uphold the same process and standards as the hotel project moves forward.

I hope you will support this item. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'VR Aquino', with a long horizontal flourish extending to the right.

cc:

Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors



May 13, 2020

Commission on Community Investment and Infrastructure  
One S. Van Ness Avenue, 5th Floor  
San Francisco, CA 94103

Re: Golden State Warriors Hotel Mixed-Use Project

Chair Bustos and Members of the Commission on Community Investment and Infrastructure:

I am writing to express my support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay.

As a resident and small business owner in Dogpatch, I believe this project and its proposed uses are a welcomed addition to our neighborhood, where hotels and hospitality amenities are currently lacking. This proposed project will also complement the existing activities at Chase Center, and help to create additional public activation and retail opportunities that will benefit our neighborhood. Since the opening of Chase Center in September, I have been impressed with the ongoing operations and the Warriors' collaboration and communications with the surrounding community. I am confident that they will uphold the same process and standards as the hotel project moves forward. I encourage you to support this project.

Sincerely,

Mark Dwight  
Founder/Owner, Rickshaw Bagworks, Inc.  
Founder, SFMade.org  
mark@rickshawbags.com

cc:  
Office of Community Investment and Infrastructure (OCII)  
San Francisco Planning Commission  
San Francisco Board of Supervisors

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*San Francisco Building and*

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Vice Presidents

June 10, 2020

San Francisco Board of Supervisors  
San Francisco City Hall  
1 Dr. Carlton B. Goodlett Place, Room 200  
San Francisco, CA 94102

Re: Golden State Warriors Hotel Mixed-Use Project

President Yee and Members of the Board of Supervisors,

On behalf of the San Francisco Building and Construction Trades Council (SFBCTC), I am writing to express our support for the Golden State Warriors' proposed hotel mixed-use project at Blocks 29-32 in Mission Bay and the associated Redevelopment Plan Amendment for the project.

We are pleased this project will be under the Mission Bay Redevelopment Area Project Labor Agreement (PLA) with the Building Trades. The Warriors have been a tremendous partner with the SFBCTC, including the development and construction of Chase Center, which created over 2,000 construction jobs. We look forward to continuing our partnership and collaboration with them on this project.

We hope you will support this item. Thank you for your consideration.

Sincerely,

Larry Mazzola Jr.  
President

Tim Paulson  
Secretary-Treasurer

cc:  
San Francisco Planning Commission  
Office of Community Investment and Infrastructure (OCII)