Executive Summary General Plan Amendment Initiation

HEARING DATE: OCTOBER 17, 2019

CA 94103-2479

Reception:
415.558.6378

1650 Mission St.

Suite 400 San Francisco,

Fax: **415.558.6409**

Planning Information: **415.558.6377**

Record No.: **2016-013312GPA**

Project Address: 542-550 Howard Street (Transbay Parcel F)

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

P (Public) Zoning Districts

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

Transbay C-3 Special Use Districts

Downtown, Transbay Zone 2, and Transit Center District Plan Areas

Block/Lot: 3721/016, 135, 136, and 138
Project Sponsor: F4 Transbay Partners, LLC

101 California Street, Suite 1000

San Francisco, CA 94111

Property Owner: Parcel F Owner, LLC

101 California Street, Suite 1000

San Francisco, CA 94111

Staff Contact: Nicholas Foster, AICP, LEED GA

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

Recommendation: Initiate General Plan Amendment

PROJECT DESCRIPTION

The proposed project ("Project") includes the construction of a new 61-story mixed-use building reaching a height of 749′-10″ tall (800′ inclusive of rooftop screening/mechanical equipment). The Project would include 165 dwelling units, 189 hotel rooms, approximately 274,000 square feet of office use floor area, approximately 79,000 square feet of floor area devoted to shared amenity space, approximately 9,000 square feet of retail space, approximately 20,000 square feet of open space, 177 Class 1 and 39 Class 2 bicycle parking spaces, and four below-grade levels that would accommodate up to 183 vehicle parking spaces provided for the residential, hotel, and office uses. The Project also would construct a pedestrian bridge providing public access to Salesforce Park located on the roof of the Transbay Transit Center.

SITE DESCRIPTION AND PRESENT USE

The Project Site ("Site") consists of four contiguous lots (Lots 016, 135, 136, and 137) within Assessor's Block 3721, totaling 32,229 square feet (0.74 acres) in area. The site, bounded by Howard Street to the south and Natoma Street to the north, is undeveloped at-grade and served as a construction staging area for the adjacent Salesforce Transit Center during its construction. A below-grade "Train Box" is located within the northwest corner of the Site, occupying approximately 12,000 square feet of the Site. The Train Box consists of a two-story structure that will allow Caltrain—and eventually High-Speed Rail—trains to enter and exit the adjacent Salesforce Transit Center below-grade. Because the Train Box can only support a very

Executive Summary Hearing Date: October 17, 2019

limited structural load above-grade, the proposed mixed-use building is purposely set back from the northwest corner of the Site (along the Natoma Street frontage), towards the southeast corner of the Site (along the Howard Street frontage). The Project responds to the unique site constraint by cantilevering the building podium over the area of the Train Box, thereby shifting the majority of the tower's mass onto Lots 016 and 135, away from the area of the Train Box.

PROPOSED AMENDMENTS

The proposed amendments would achieve two goals. First, the amendments effectively result in a height and bulk swap between Lots 016 and 136 with Lot 138 on Assessor's Block 3721. 1,310 square feet of Lot 016 and 190 square feet of Lot 136 would be rezoned to increase the allowable height from 450' to 750'. Correspondingly, 5,850 square feet of Lot 138 would be rezoned to decrease the allowable height from 750' to 450' (a difference of 4,350 square feet). Second, the amendments would rezone the western edges of Lots 135 and 138 on Assessor's Block 3721 (an area of approximately 2,000 square feet) from "P" to "C-3-O(SD)," thereby eliminating the existing split zoning on Lots 135 and 138. This action would create a single, uniform zoning district for both Lots 135, 138, and more broadly, for the Site. The western edges of the Site, along with the abutting lots to the west (Lots 134 and 137), are currently zoned "P" because those parcels were located underneath above-grade bus ramps accessing the former Transbay Terminal. Those parcels were under State ownership (now Transbay Join Powers Authority), hence the "P" zoning district designation.

More specifically, the amendments would:

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

ISSUES AND OTHER CONSIDERATIONS

In addition to the zoning changes described above, the Project would require additional Commission action on the following items (to heard at a future hearing date, currently scheduled for November 21, 2019):

• Downtown Project Authorization, pursuant to Planning Code section 309, with exceptions to the requirements for "Streetwall Base" and "Tower Separation" pursuant to section 132.1; "Rear Yard" pursuant to section 134; "Reduction of Ground-Level Wind Currents" in C-3 Districts pursuant to section 148; "Off-Street Freight Loading" per sections 152.1 and 161; "Loading Driveway Access from Bicycle Route Street" per section 155 (r)(4); "Off-street Tour Bus Loading" per section 162;

"Upper Tower Extensions" per section 263.7; "Bulk Controls" per Section 270 and 272; and "Dwelling Unit Exposure" per Section 140;

- Conditional Use Authorization to establish a Hotel Use per Sections 210.2 and 303;
- Zoning Administrator consideration of **Variance** for Parking and Loading Entrance Width per Section 145, Active Street Frontages per Section 145.1, and Vehicular Ingress and Egress on Natoma Street per Section 155; and location of Bicycle Parking per Section 155.1.
- Office Allocation per Section 321;
- General Plan Amendment to amend Maps 1 and 5 of the Downtown Plan and Figure 1 of the Transit Center District Plan;
- Planning Code Text and Map Amendments to amend San Francisco Zoning Maps ZN-01 and HT-01 for height and bulk classification and zoning designation; Uncodified Legislative Amendments for: the residential footprint requirement per Section 248(d)(2); and authorization of off-site inclusionary affordable dwelling units per Section 249.28(b)(6)(B)(C) (recommendation to Board of Supervisors); and
- Adoption of Shadow Findings, upon the recommendation of the Recreation and Park Commission, that shadow would not adversely affect public open spaces under Recreation and Park Commission jurisdiction (Section 295).

ENVIRONMENTAL REVIEW

The requested General Plan Amendment Initiation would not, in and of itself, result in a physical change to the environment. Therefore, this action is statutorily exempt under the California Environmental Quality Act (Section 15060(c)(2)).

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

REQUIRED COMMISSION ACTION

In order for the General Plan Amendments to proceed, the Commission must first approve a Resolution of Intent to initiate the General Plan amendments. Should the Commission initiate the General Plan Amendments, the Commission would make a formal recommendation to the Board of Supervisors at a

future public hearing (currently scheduled for November 21, 2019). The Project will require other additional approvals by the Planning Commission and Board of Supervisors, which will be considered at future public hearings. Initiation of the General Plan Amendments does not constitute a recommendation that the Board of Supervisors approve the Amendment, nor does it constitute an approval of the projects associated with the Amendment.

BASIS FOR RECOMMENDATION

- The initiation will enable the General Plan Amendments and other project approvals associated with the Transbay Parcel F Mixed-Use Project to proceed.
- This Project implements the vision of the Downtown and Transit Center District Plans through the
 construction of 165 dwelling units, 189 hotel rooms, and approximately 274,000 square feet of office
 space located directly across from the Salesforce Transit Center, and within walking distance of the
 Downtown Core.
- The project will add 165 dwelling units to the city's housing supply and provide employment opportunities within an intense, walkable urban context.
- The proposed ground-floor commercial retail spaces located along both the Howard Street and Natoma Street frontages, along with the commercial retail space located on Level 5 (connected to the adjacent Salesforce Park via a pedestrian bridge), will expand the spectrum of retail goods and services available in the area, and will activate the street frontages at-grade and Salesforce Park located above-grade.
- The project is necessary and desirable, is compatible with the surrounding neighborhood, and would not be detrimental to persons or adjacent properties in the vicinity.
- The Project is, on balance, consistent with the Goals, Policies, and Objectives of the General Plan.

ATTACHMENTS:

- Draft Resolution
- Draft General Plan Amendment Ordinance
- Figure 1 of the Transit Center District Subarea Plan (including proposed changes)
- Maps 1 and 5 of the Downtown Area Plan (including proposed changes)
- Plans (for reference)

DRAFT RESOLUTION

Planning Commission Draft Resolution

HEARING DATE OCTOBER 17, 2019

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

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Planning Information:

Record Number: **2016-013312GPA**

Project Address: 542-550 Howard Street (Transbay Parcel F)

Initiated by: Planning Commission

Staff Contact: Nicholas Foster, AICP, LEED GA

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

Reviewed by: Aaron D. Starr, Manager of Legislative Affairs

aaron.starr@sfgov.org, (415) 558-6362

Recommendation: Initiate and Schedule for Adoption on or After November 17, 2019

RESOLUTION TO INITIATE AN AMENDMENT TO THE GENERAL PLAN, PURSUANT TO PLANNING CODE 340, INCLUDING REVISONS TO FIGURE 1 OF THE TRANSIT CENTER DISTRICT SUBAREA PLAN AND MAP 1 AND MAP 5 OF THE DOWNTOWN AREA PLAN.

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

WHEREAS, The General Plan consists of goals, policies and programs for the future physical development of the City and County of San Francisco that take into consideration social, economic and environmental factors; and

WHEREAS, The General Plan shall be periodically amended in response to changing physical, social, economic, environmental or legislative conditions; and

WHEREAS, Section 340 of the Planning Code of the City and County of San Francisco provides that an amendment to the General Plan may be initiated by the Planning Commission upon an application by one or more property owners, residents or commercial lessees, or their authorized agents; and

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

WHEREAS, the Project is located on approximately 0.74 acres of land (Assessor's Block 3721, Lots 016, 135, 136, and 138); and

WHEREAS, the Project helps implement the vision of the Downtown and Transit Center District Plans through the construction of 165 dwelling units, 189 hotel rooms, and approximately 274,000 square feet of

Draft Motion Record No. 2016-013312GPA Hearing Date: October 17, 2019 542-550 Howard Street (Transbay Parcel F)

office space located directly across from the Salesforce Transit Center, and within walking distance of the Downtown Core; and

WHEREAS, the Project Site is encumbered by the placement of an underground train box that will facilitate future rail service at the adjacent Salesforce Transit Center, current zoning does not accommodate the Project at the height and density required for the creation of new housing or job opportunities. The Project Sponsor proposes to address the impediment of this site constraint through companion legislation addressing Planning Code Text and Map Amendments for the Project Site; and

WHEREAS, the proposed Ordinance is intended to resolve the aforementioned issues by amending Figure 1 of the of the Transit Center District Subarea Plan and Map 1 and Map 5 of the Downtown Area Plan to facilitate the Project; and

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, that pursuant to Planning Code Section 340, the Planning Commission adopts a Resolution to initiate an amendment to the General Plan of the City and County of San Francisco, in order to implement the proposed Project; and

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 306.3, the Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced General Plan amendments contained in the draft ordinance, approved as to form by the City Attorney in Exhibit A, to be considered at a publicly noticed hearing on or after November 17, 2019.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on October 17, 2019.

Draft Motion Hearing Date: October 17, 2019

Record No. 2016-013312GPA 542-550 Howard Street (Transbay Parcel F)

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

DRAFT ORDINANCE

1	[General Plan Amendments – 542-550 Howard Street/Transbay Parcel F Project]
2	
3	Ordinance amending the General Plan by revising the height and bulk designations for
4	portions of the 542-550 Howard Street project site, Assessor's Parcel Block No. 3721,
5	Lots 016, 135, 136, and 138, also known as Transbay Parcel F, as shown on Figure 1 of
6	the Transit Center District Subarea Plan, and revising the use designations on Map 1
7	and height and bulk designations on Map 5 of the Downtown Area Plan; adopting
8	findings under the California Environmental Quality Act; making findings of
9	consistency with the General Plan, as proposed for amendment, and the eight priority
10	policies of Planning Code, Section 101.1; and adopting findings of public necessity,
11	convenience, and welfare under Planning Code, Section 340.
12	NOTE: Unchanged Code text and uncodified text are in plain Arial font.
13	Additions to Codes are in <u>single-underline italics Times New Roman font</u> . Deletions to Codes are in <u>strikethrough italics Times New Roman font</u> .
14	Board amendment additions are in double-underlined Arial font. Board amendment deletions are in strikethrough Arial font.
15	Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.
16	
17	Be it ordained by the People of the City and County of San Francisco:
18	
19	Section 1. Findings and Environmental Findings.
20	(a) The 542-550 Howard Street project, also known as Transbay Parcel F (Assessor's
21	Parcel Block No. 3721, Lots 16, 135, 136, and 138), referred to herein as the ("Project"), is
22	planned for an approximately 0.74 acre site along the north side of Howard Street extending
23	to the south side of Natoma Street between First and Second Streets in the Transit Center
24	District Plan Area. The Project site includes an underground train box to accommodate future
25	rail service to the Transbay Transit Center. The Project sponsor acquired the site from the

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

1	Quality Act ("CEQA", California Public Resources Code Sections 21000 et seq.) and
2	Administrative Code Chapter 31. The CPE is found in Planning Case No. 2016-013312ENV.
3	A copy of the CPE and related documents, including applicable mitigation measures, are on
4	file with the Clerk of the Board of Supervisors in File No and are
5	incorporated herein by reference. In addition, other documents, reports, and records related
6	to the CPE and Project approvals are on file with the Planning Department custodian of
7	records, and located at 1650 Mission Street, Fourth Floor, San Francisco, California, 94103.
8	The Board of Supervisors treats these additional Planning Department records as part of its
9	own administrative record and incorporates such materials by reference herein.
10	(f) In accordance with the actions contemplated herein, this Board has reviewed the
11	CPE and concurs with the Planning Department's determination that the environmental effects
12	of the Project were adequately analyzed in the FEIR and CPE and that no further
13	environmental review is required.
14	(g) This ordinance is companion legislation to legislation that amends the Planning
15	Code to modify Zoning Map ZN1 to rezone a portion of the Project site from the P (Public)
16	district to the C-3-O(SD) Downtown Office Special Development District, to modify Zoning
17	Map HT1 to reclassify the height and bulk district designations for a portion of the project site;
18	to modify the application of Planning Code Section 248(d)(2) to permit the footprint of the
19	portion of the project site dedicated to dwellings to exceed 15,000 square feet; and to modify
20	the application of Planning Code Section 249.28(b)(6)(B) to permit the project's required
21	inclusionary affordable housing units to be provided off-site within the Transbay
22	Redevelopment Project Area subject to specified conditions. This legislation is on file with the
23	Clerk of the Board of Supervisors in File No
24	

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

1 (a) Section 4.105 of the Charter provides that the Planning Commission shall 2 periodically recommend to the Board of Supervisors, for approval or rejection, proposed 3 amendments to the General Plan. (b) Planning Code Section 340 provides that the Planning Commission may initiate an 4 amendment to the General Plan by a resolution of intention, which refers to, and incorporates 5 6 by reference, the proposed General Plan amendments. Section 340 further provides that the 7 Planning Commission shall adopt the proposed General Plan amendments after a public 8 hearing if it finds from the facts presented that the public necessity, convenience, and general 9 welfare require the proposed amendment or any part thereof. If adopted by the Commission in whole or in part, the proposed amendments shall be presented to the Board of Supervisors, 10 which may approve or reject the amendments by a majority vote. 11 12 (c) After a duly noticed public hearing on October 17, 2019 in Motion No. 13 , the Planning Commission initiated amendments to the General Plan ("Plan Amendments"). Said Motion is on file with the Clerk of the Board of Supervisors in File No. 14 15 and incorporated herein by reference. (d) On _____, the Planning Commission, in Resolution No. _____, 16 adopted findings regarding the City's General Plan, eight priority policies of Planning Code 17 18 Section 101.1, and Planning Code Section 340. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by 19 reference. 20 21 (e) Section 4.105 of the City Charter further provides that if the Board of Supervisors fails to Act within 90 days of receipt of the proposed Plan Amendments, then the Plan 22 23 Amendments shall be deemed approved. 24 (f) The Board of Supervisors finds that the Plan Amendments are, on balance, in conformity with the General Plan, as it is amended by this ordinance, and the eight priority 25

1	policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission
2	Resolution No The Board hereby adopts these Planning Commission
3	findings as its own.
4	(g) The Board of Supervisors finds, pursuant to Planning Code Section 340, that the
5	Plan Amendments set forth in this ordinance and in documents on file with the Clerk of the
6	Board in File No will serve the public necessity, convenience and general
7	welfare for the reasons set forth in Planning Commission Resolution No
8	The Board hereby adopts these Planning Commission findings as its own.
9	
10	Section 3. The General Plan is hereby amended by revising the Transit Center District
11	Subarea Plan as follows:
12	Revise Figure 1 to reclassify the height limits for the western 15 feet of Assessor's
13	Block 3721, Lot 016 from 450' to 750', a 3'-5" wide area located 111'-7" west of the eastern
14	edge of Assessor's Parcel Block No. 3721, Lot 136 from 450' to 750', and an area measuring
15	109' by 69' of the northwest corner of Assessor's Parcel Block No. 3721, Lot 138 from 750' to
16	450', as described below:
17	
18	
19	

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

Assessor's Parcel Block No. 3721, Lot
750'

138, (area measuring 109' by 69' of the
northwest corner of Lot 138)

Assessor's Parcel Block No. 3721, Lot 016 (western 15 feet)

Assessor's Parcel Block No. 3721, Lot 136 (3'-5" wide area located 111'-7" west of the eastern edge of Lot 136)

Assessor's Parcel Block No. 3721, Lot 450'

Assessor's Parcel Block No. 3721, Lot 450'

138, (area measuring 109' by 69' of the northwest corner of Lot 138)

Section 4. The General Plan is hereby amended by revising the Downtown Area Plan Map 1 to reclassify the land use designation of the Assessor's Block and Lots as described below:

1	
2	
3	

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

Description of Property	Land Use Designation Hereby Approved
Assessor's Parcel Block No. 3721, Lots	Downtown Office C-3-O(SD)

Section 5. The General Plan is hereby amended by revising height and bulk designations on Map 5 of the Downtown Area Plan as follows:

Revise Map 5 to reclassify the height and bulk designations for the western 15 feet of Assessor's Block 3721, Lot 016 from 450-S to 750-S2, a 3'-5" wide area located 111'-7" west of the eastern edge of Assessor's Parcel Block No. 3721, Lot 136 from 450-S to 750-S2, and an area measuring 109' by 69' of the northwest corner of Assessor's Parcel Block No. 3721, Lot 138 from 750-S2 to 450-S, as described below:

Description of Property	Height and Bulk Districts to be Superseded
Assessor's Parcel Block No. 3721, Lot 16 (western 15 feet)	450-S

016, 135, 136, and 138

1 2	Assessor's Parcel Block No. 3721, Lot 136 (3'-5" wide area located 111'-7" west of the eastern edge of Lot 136)	450-S
3	Assessor's Parcel Block No. 3721, Lot	
4	138, (area measuring 109' by 69' of the northwest corner of Lot 138)	750-S2
5	,	

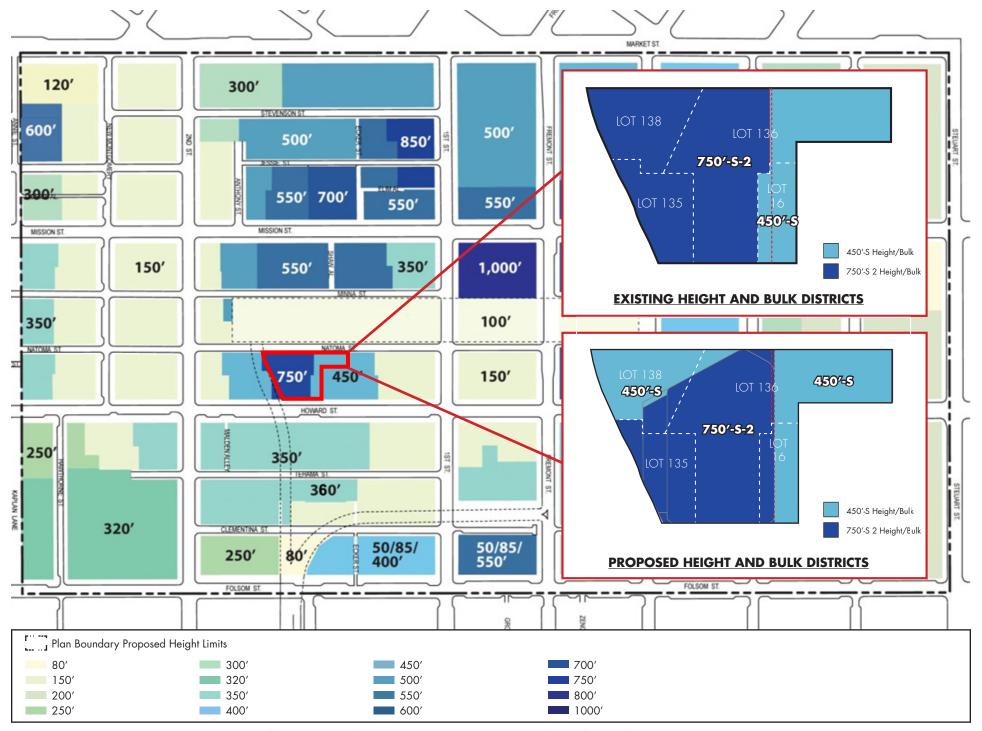
Description of Property	Height and Bulk Districts Hereby Approved
	7
Assessor's Parcel Block No. 3721, Lot 16	750-S2
(western 15 feet)	
Assessor's Parcel Block No. 3721, Lot 136	750-S2
(3'-5" wide area located 111'-7" west of the	
eastern edge of Lot 136)	
	_
Assessor's Parcel Block No. 3721, Lot	450-S
138, (area measuring 109' by 69' of the	
northwest corner of Lot 138)	

Section 6. Effective Date and Operative Date.

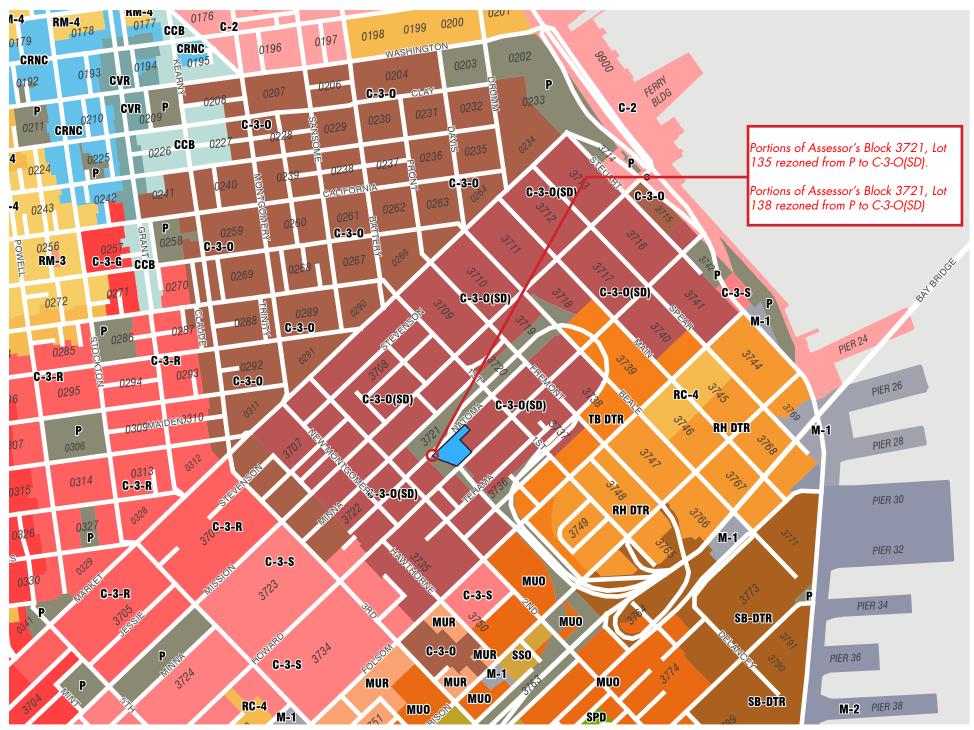
(a) This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not

1	sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the
2	Mayor's veto of the ordinance.
3	(b) This ordinance shall become operative only on (and no rights or duties are affected
4	until) the later of (1) its effective date, as stated in subsection (a) above, or (2) the effective
5	date of the companion ordinance approving the Planning Code Amendments for the Project.
6	A copy of said ordinance is on file with the Clerk of the Board of Supervisors in File No.
7	
8	
9	Section 7. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
10	intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
11	numbers, punctuation marks, charts, diagrams, or any other constituent parts of the General
12	Plan that are explicitly shown in this ordinance as additions, deletions, Board amendment
13	additions, and Board amendment deletions in accordance with the "Note" that appears under
14	the official title of the ordinance.
15	
16	
17	APPROVED AS TO FORM:
18	DENNIS J. HERRERA, City Attorney
19	By:
20	JOHN D. MALAMUT Deputy City Attorney
21	n:\legana\as2018\1900166\01312301.docx
22	
23	
24	

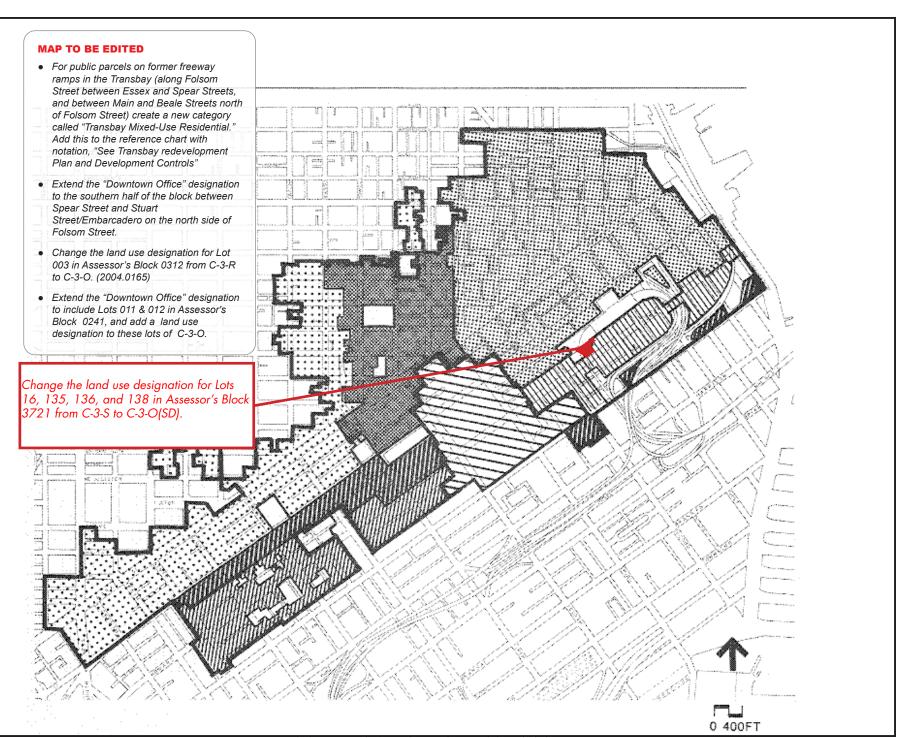
PROPOSED MAP CHANGES

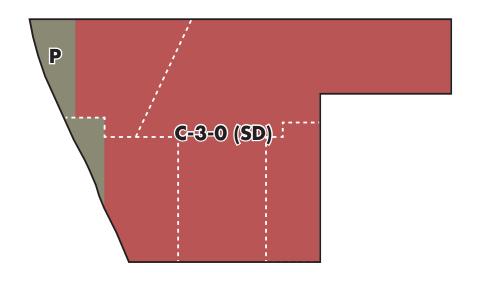


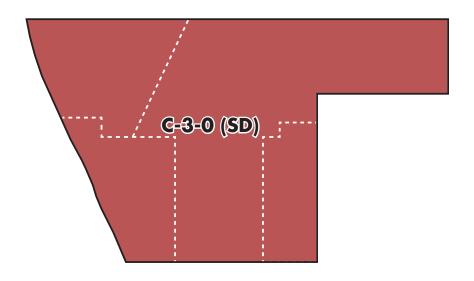
TRANSIT CENTER DISTRICT SUBAREA PLAN FIGURE 1



ZONING DISTRICT MAP (SHEET ZNO1)



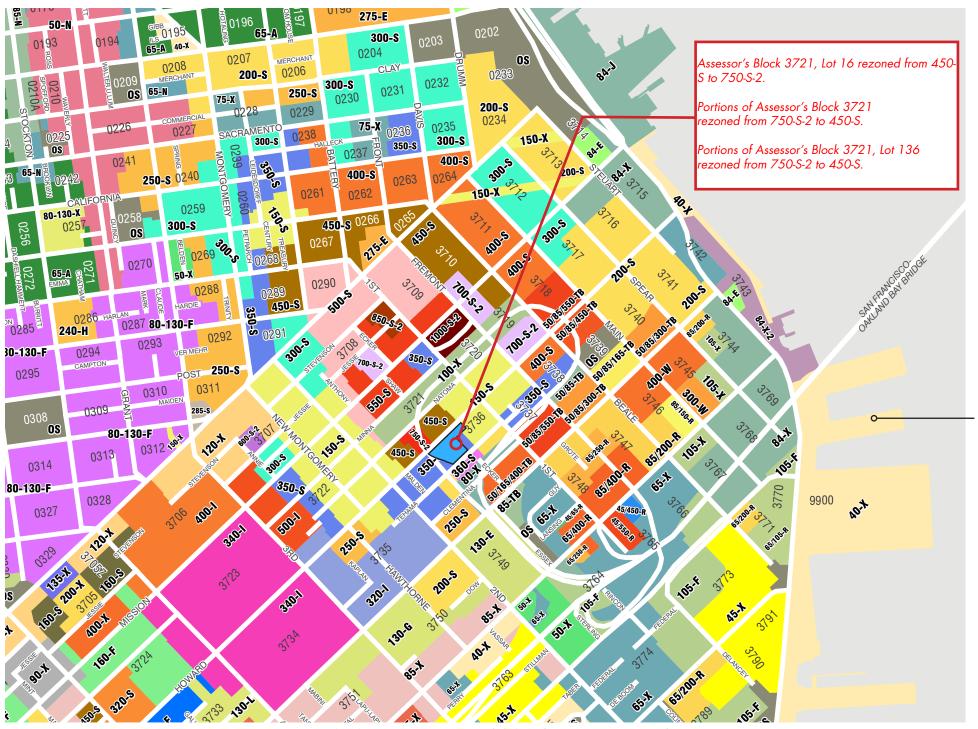


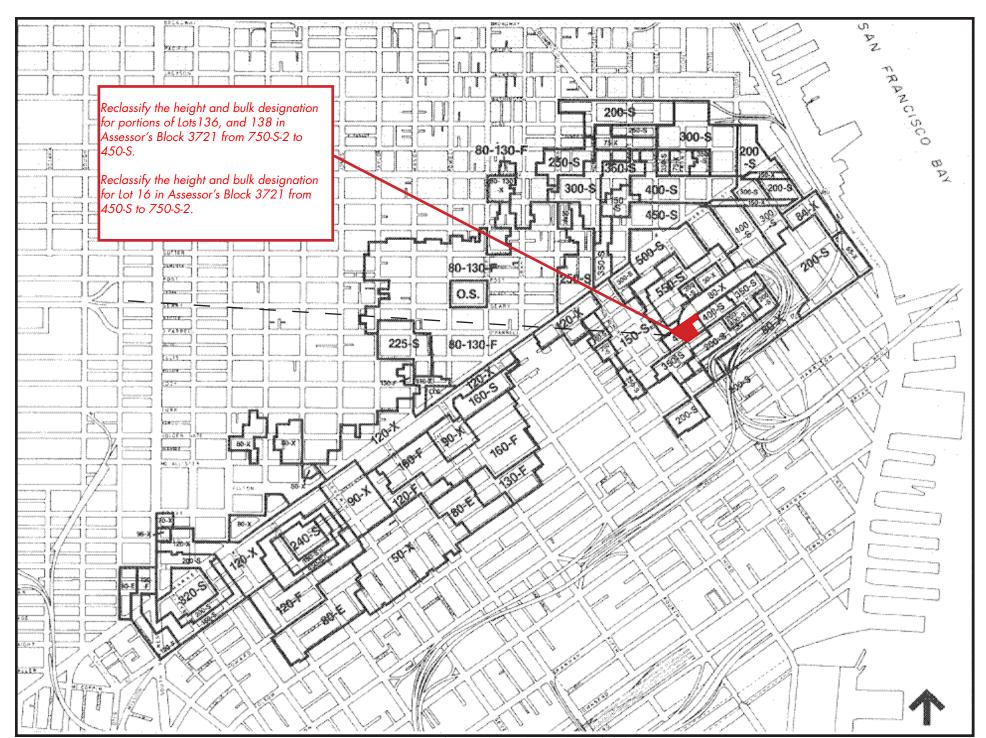


EXISTING ZONING DISTRICTS

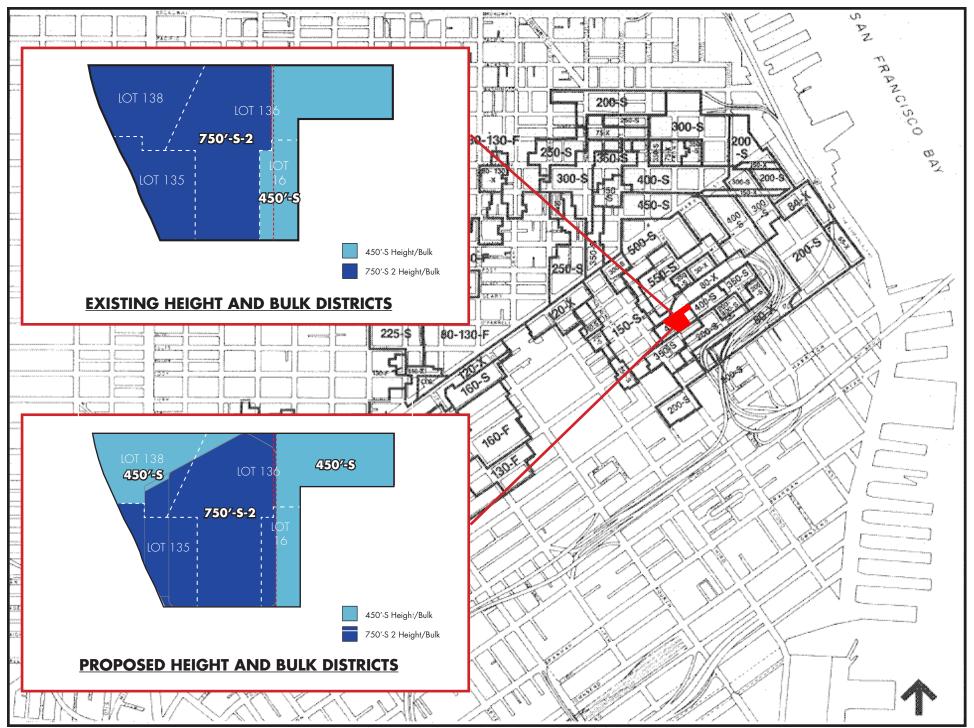
PROPOSED ZONING DISTRICT



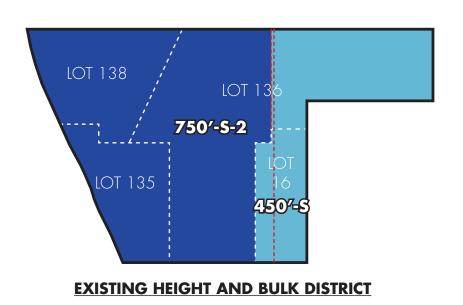




DOWNTOWN AREA PLAN MAP 5



DOWNTOWN AREA PLAN MAP 5



AREA OF PARCEL F NOT REACHING 750': 5,850 SF

LOT 138
450%S

LOT 136 (750'): 190 SF

LOT 16 (750'): 1,310 SF

PROPOSED HEIGHT AND BULK DISTRICT







Parcel F Tower

542-550 Howard Street, San Francisco, CA

Architectural Submittal - 309 Application (10/17/18)

Hines & Urban Pacific | Pelli Clarke Pelli Architects



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NARRATIVE AND PROJECT DESCRIPTION

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

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

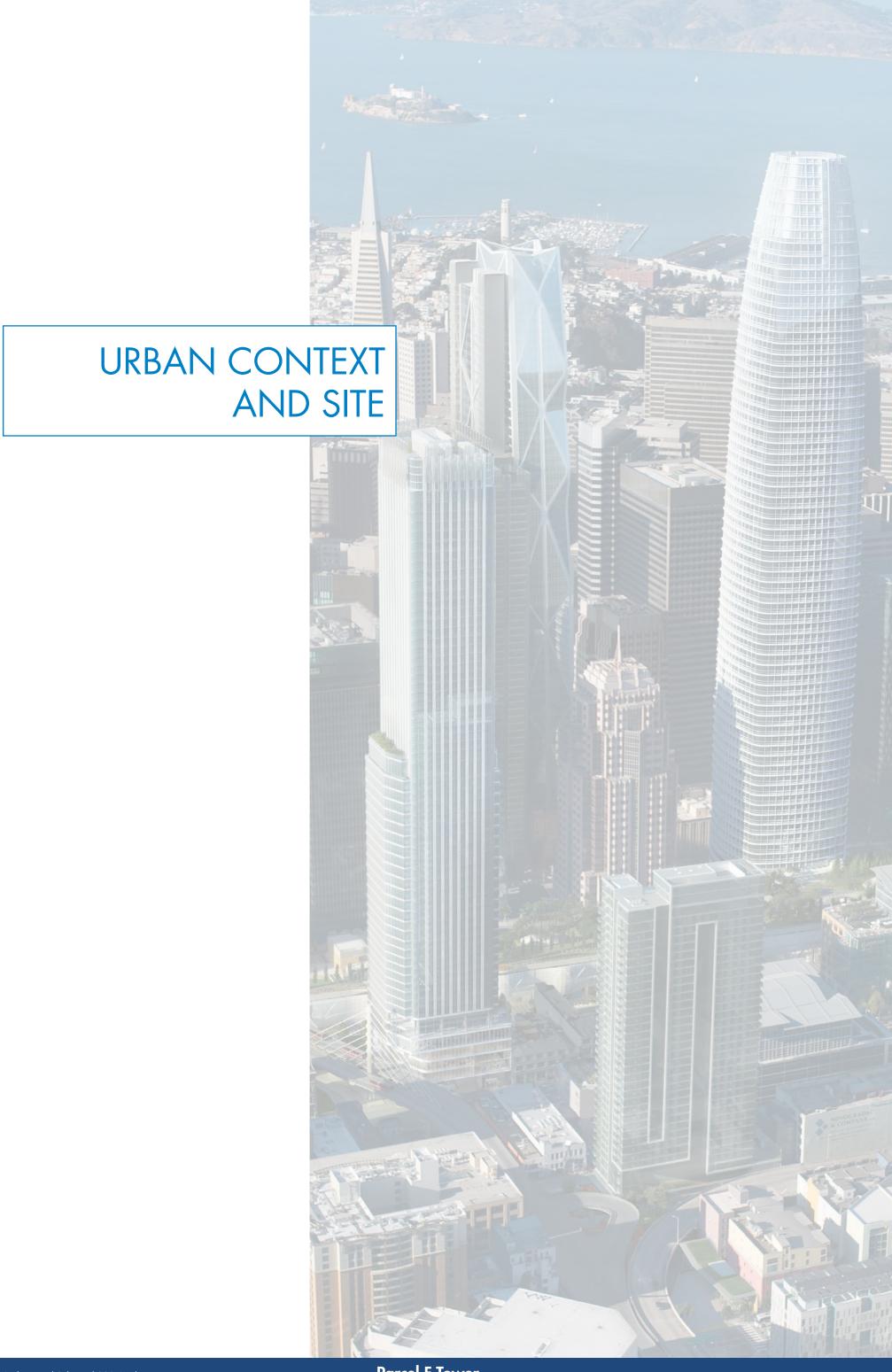
The 800-foot high tower projects 42 feet over the train box and at level 7 all the weight of this sizable overhang is transferred to the core through diagonal struts, avoiding the train box, and down to the bedrock enhanced fundation. In addition, from the 7th to the 2nd level all floor slabs are suspended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

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

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

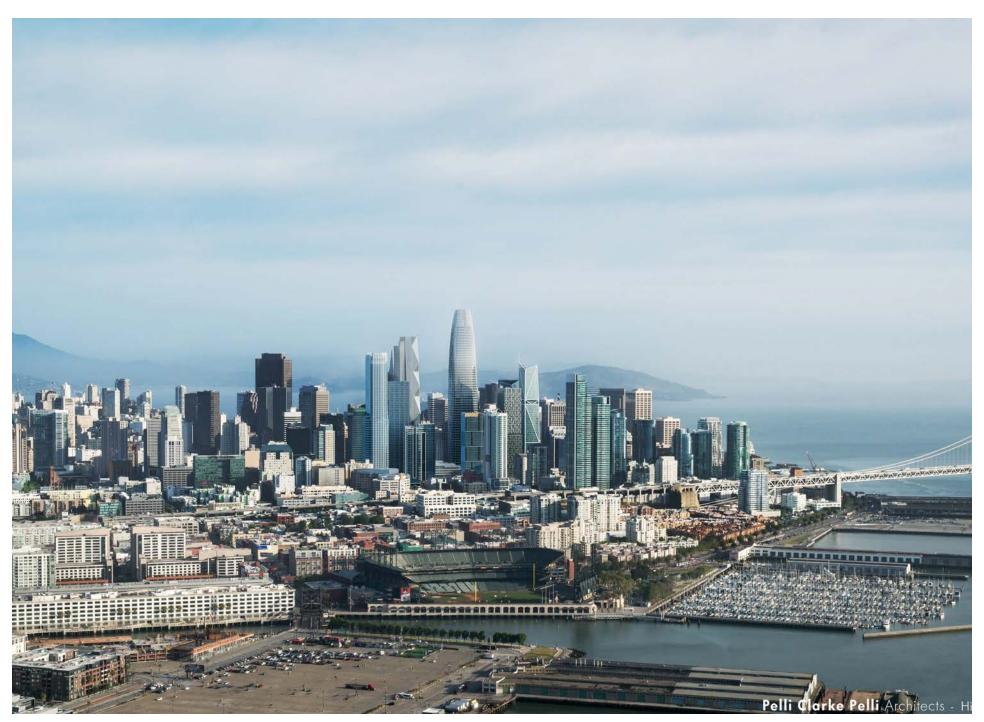
On Howard Street, a double height recess on the 6th level creates a distinct building base that smooths the transition between the scale of the neighboring buildings and the tower. On the west side of this elevation, a four-story setback acknowledges the Salesforce Transit Center Bridge and shelters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

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



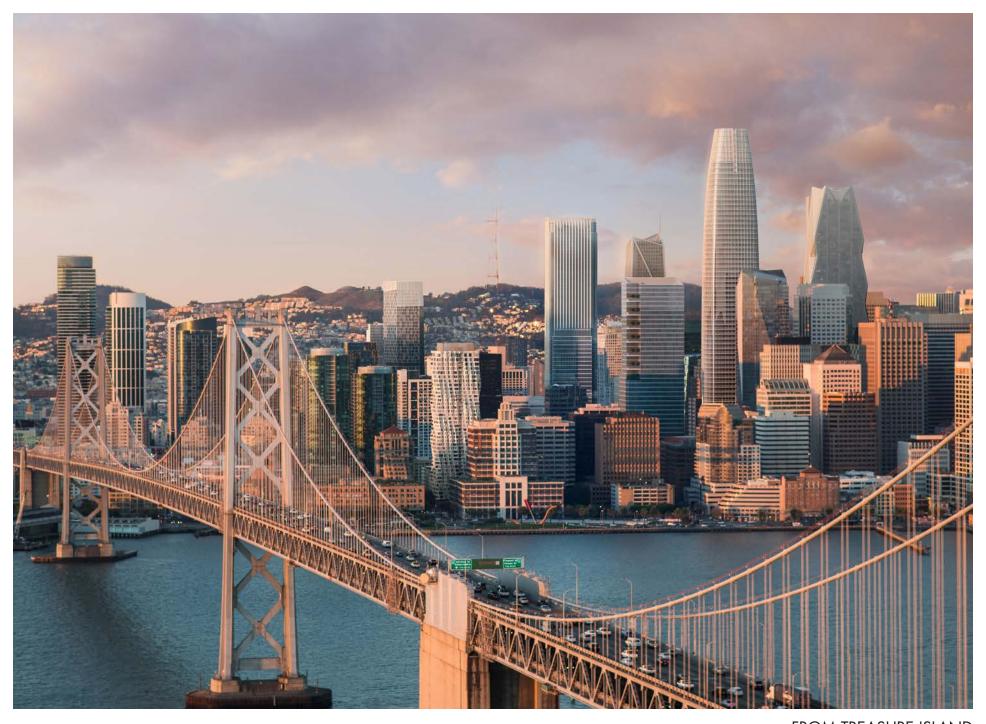


FROM DOLORES PARK



FROM MISSION BAY

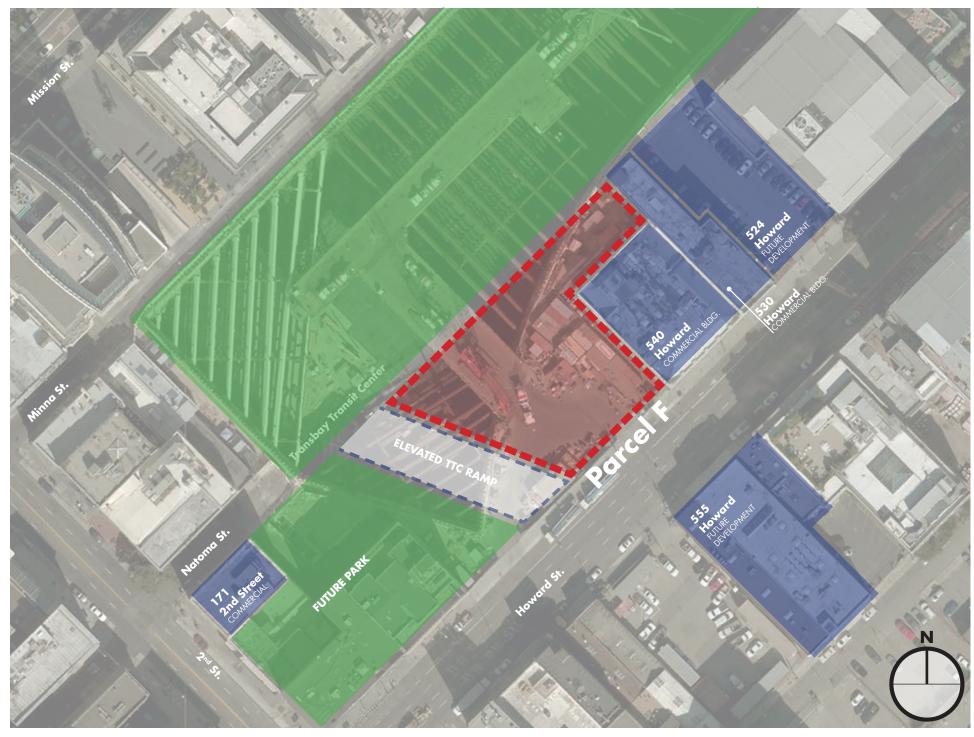




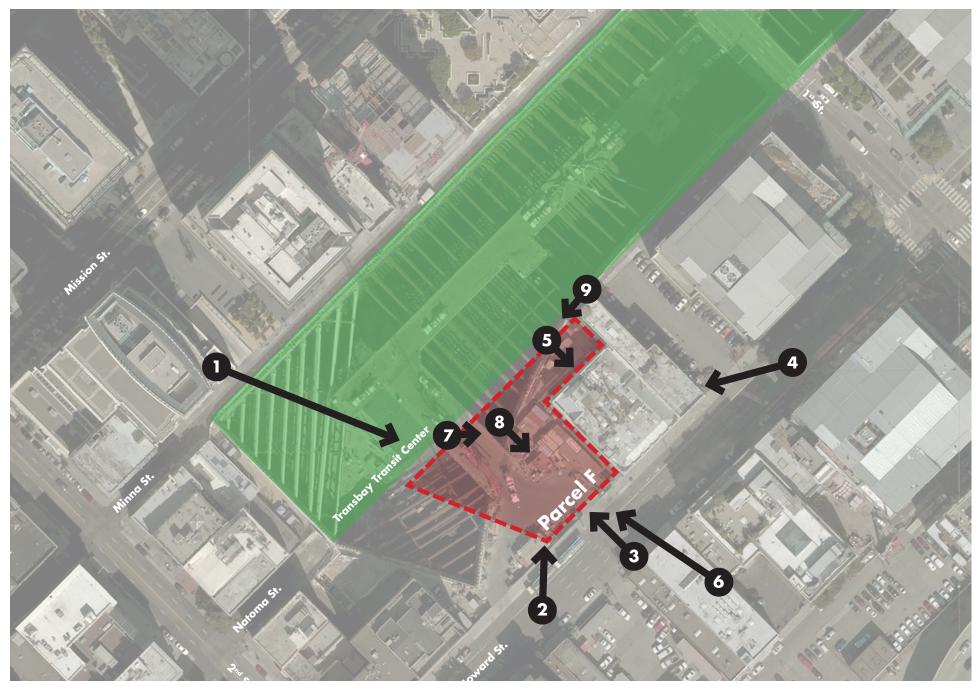
FROM TREASURE ISLAND



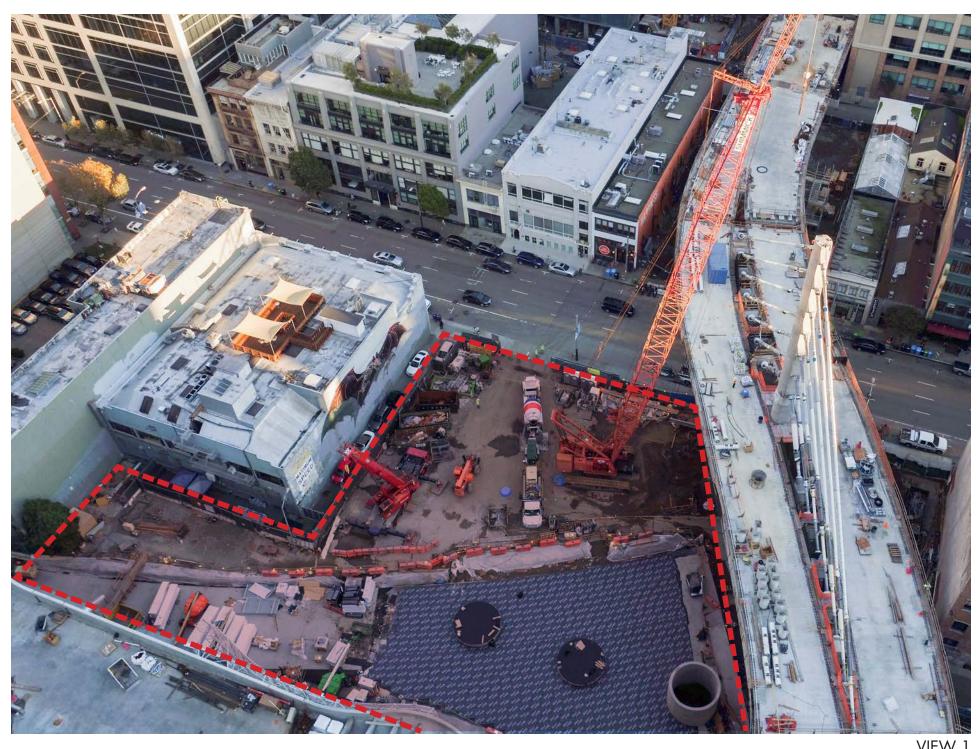
TRANSBAY OVERVIEW



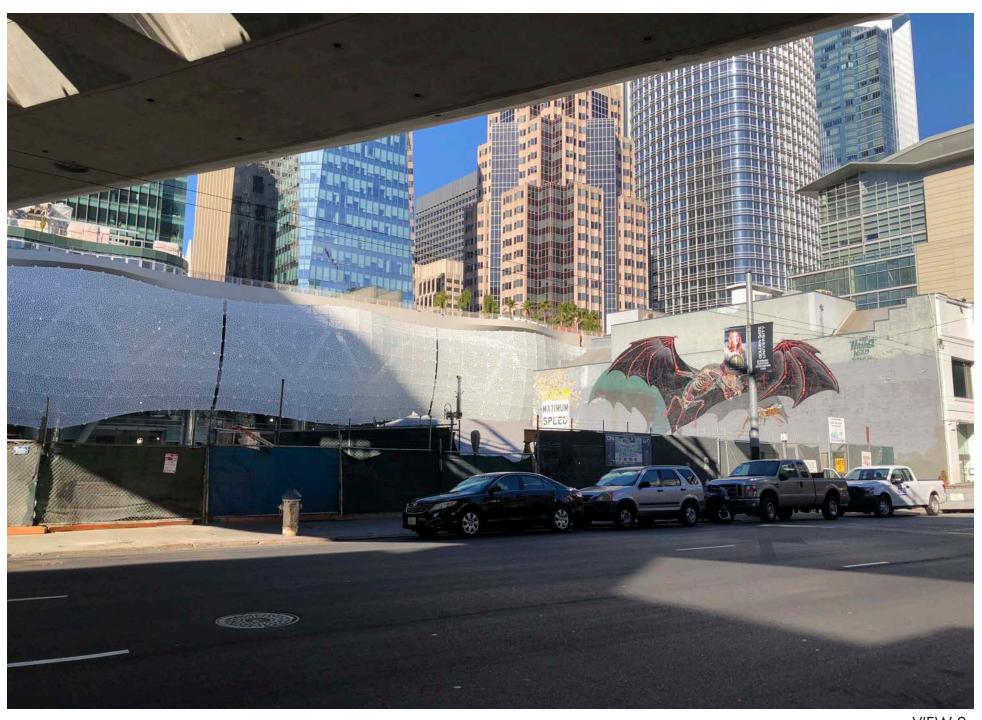
SITE CONTEXT



SITE PLAN



VIEW 1 TAKEN: 2016.12.02



VIEW 2 TAKEN: 2017.12.12



VIEW 3 TAKEN: 2016.12.12

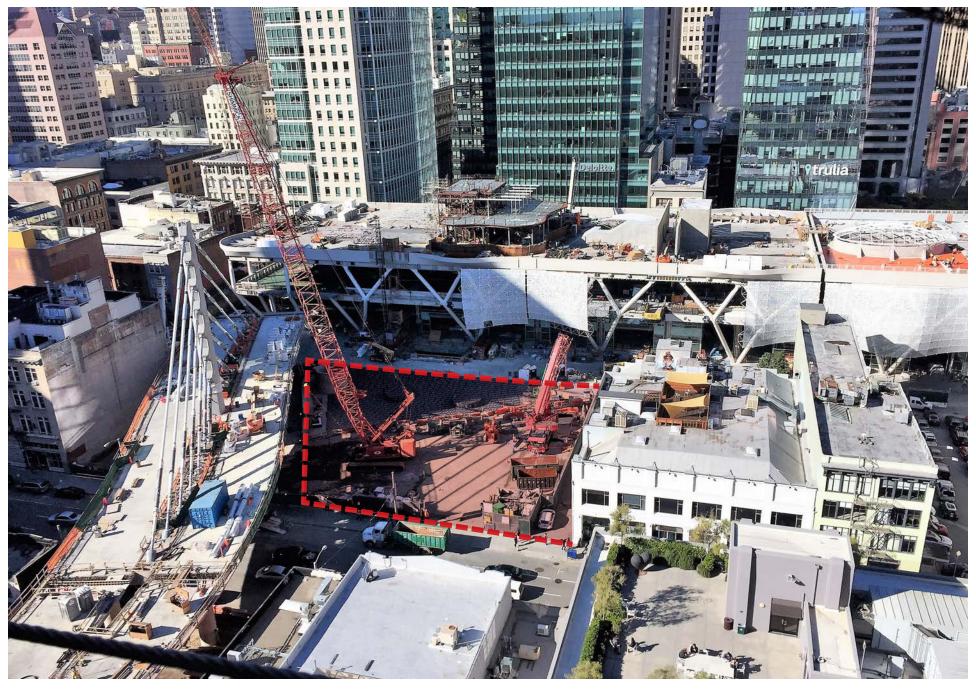
© Pelli Clarke Pelli Architects



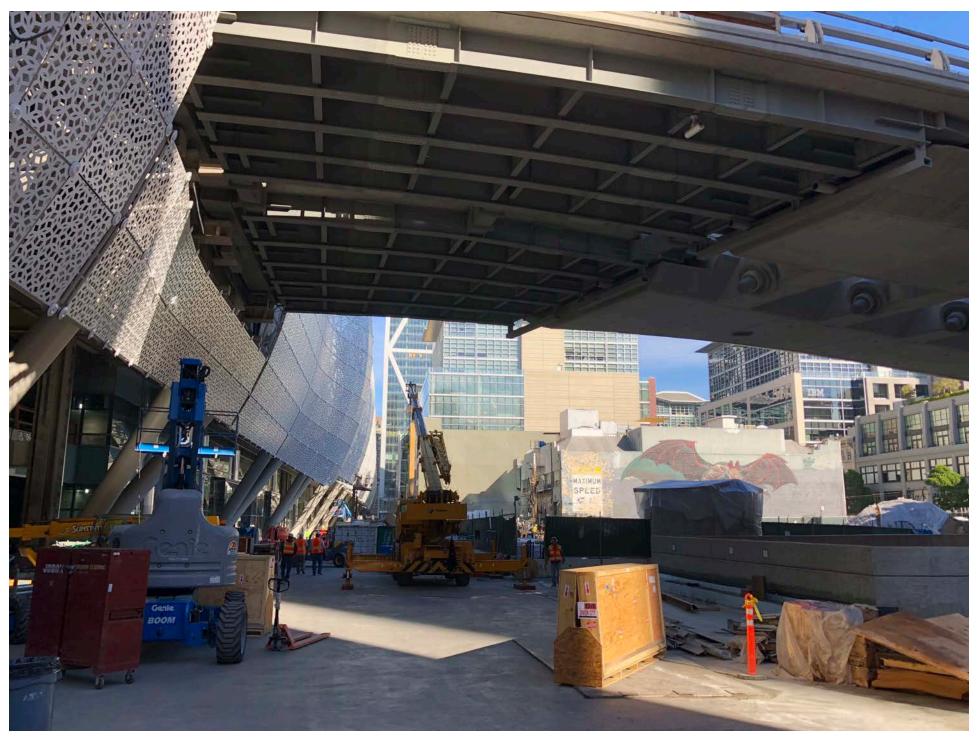
VIEW 4 TAKEN: 2016.12.12



VIEW 5 TAKEN: 2017.10.31



VIEW 6 TAKEN: 2016.12.02

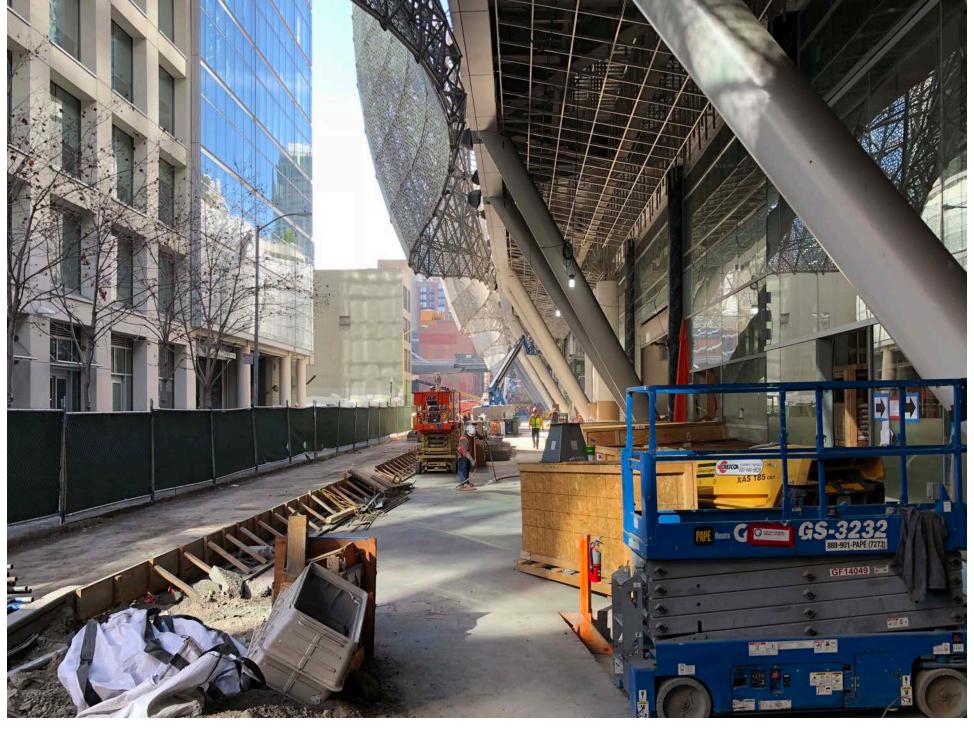


VIEW 7 TAKEN: 2017.12.12

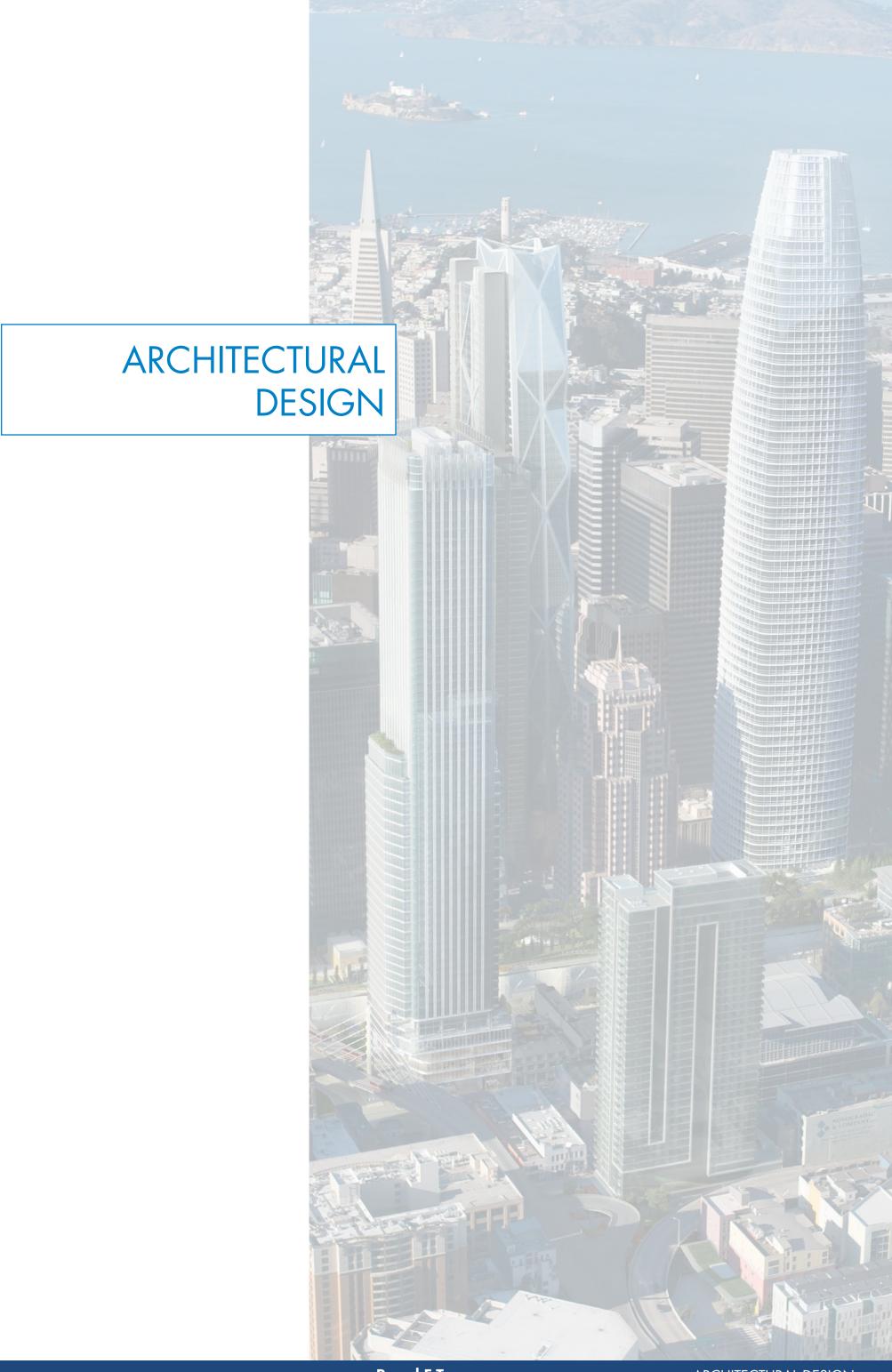
© Pelli Clarke Pelli Architects

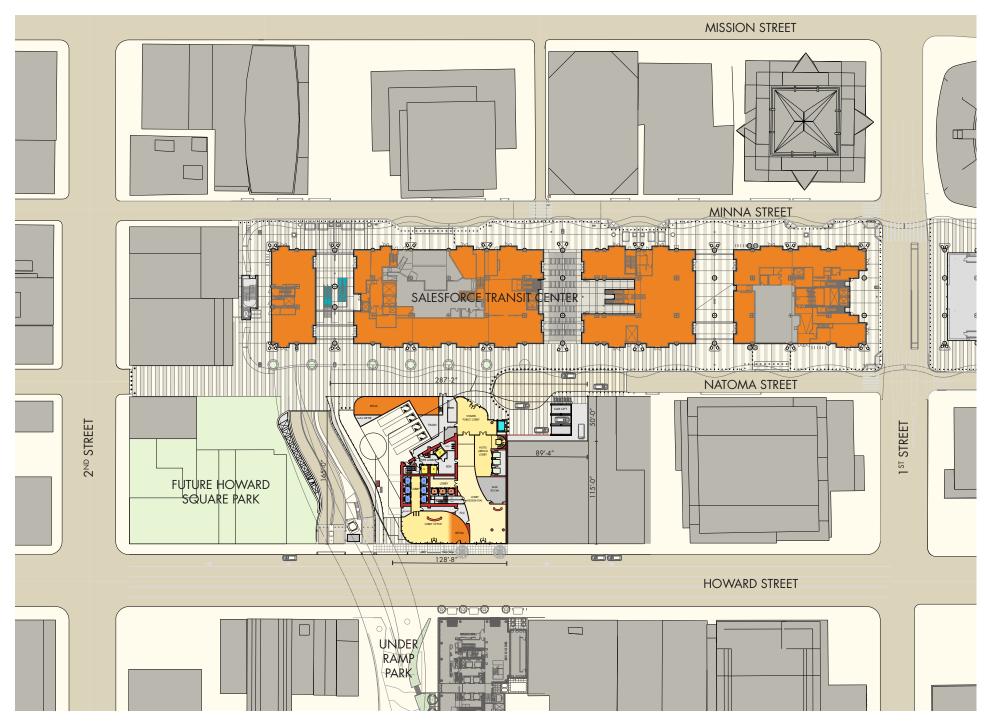


VIEW 8 TAKEN: 2016.12.12

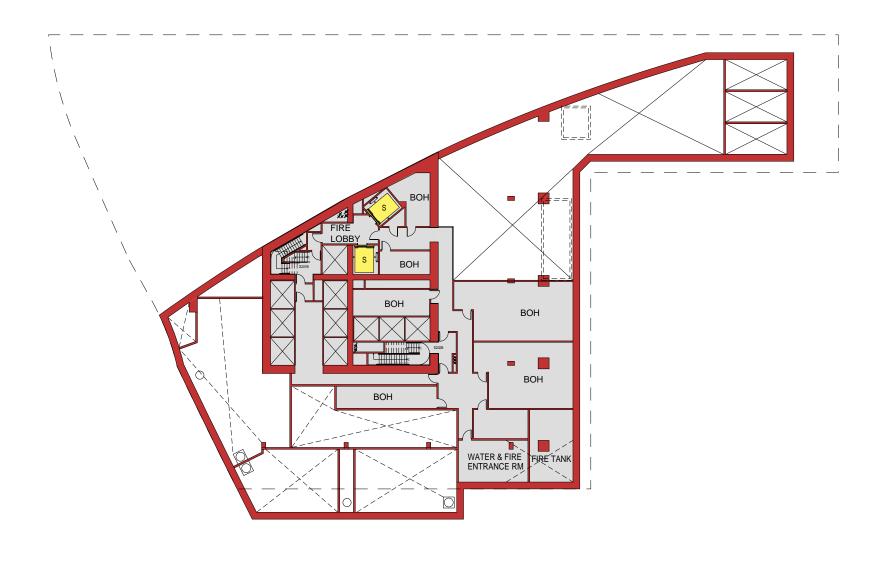


VIEW 9 TAKEN: 2016.12.12

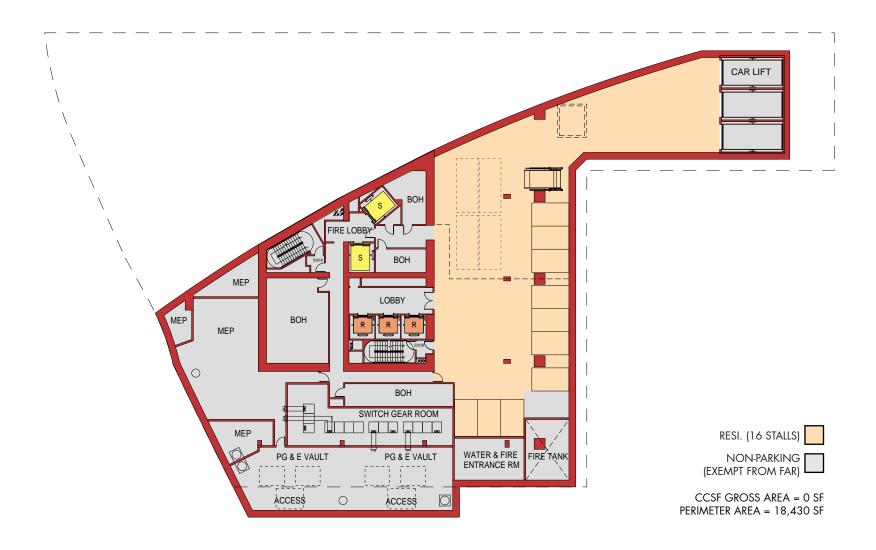




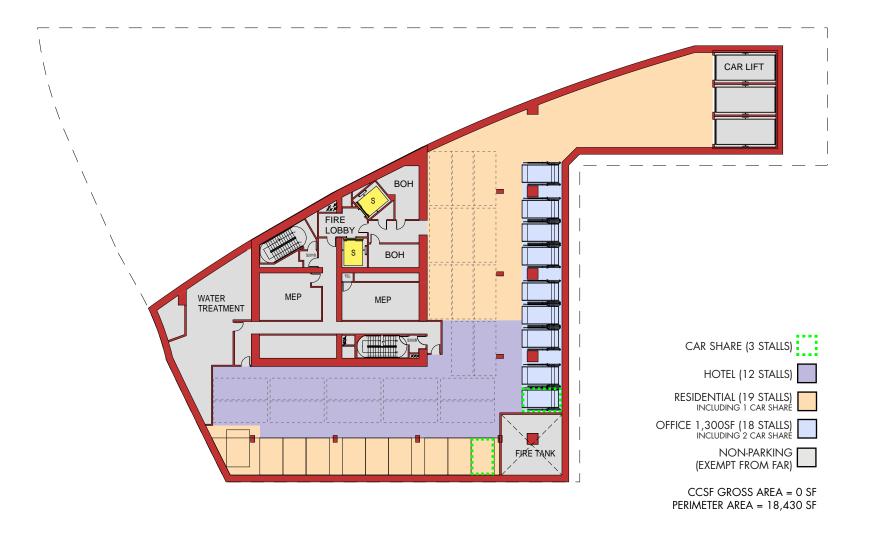
SITE PLAN



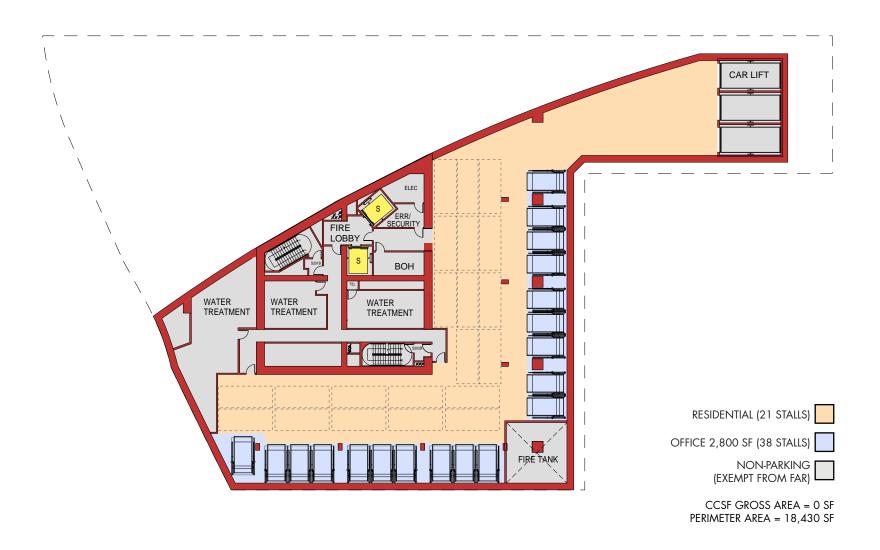
<u>LEVEL B1MEZZANINNE</u>



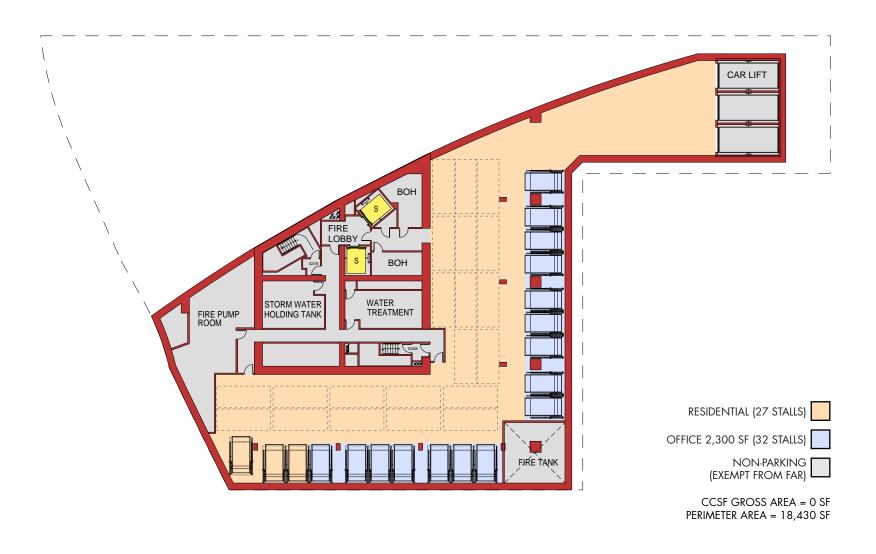
LEVEL B1



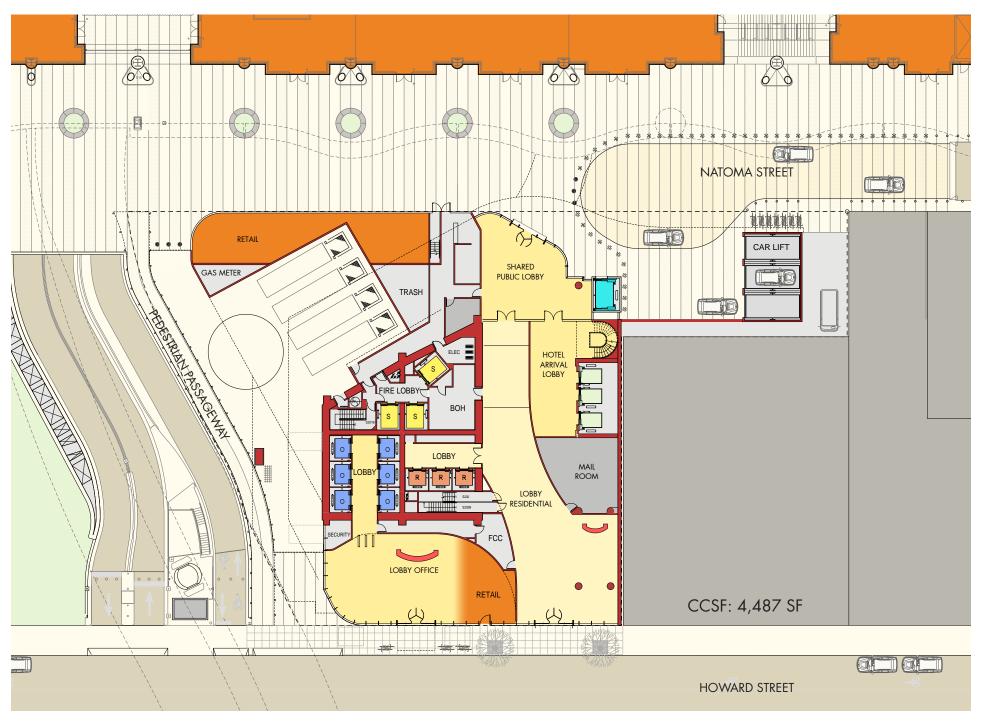
LEVEL B2



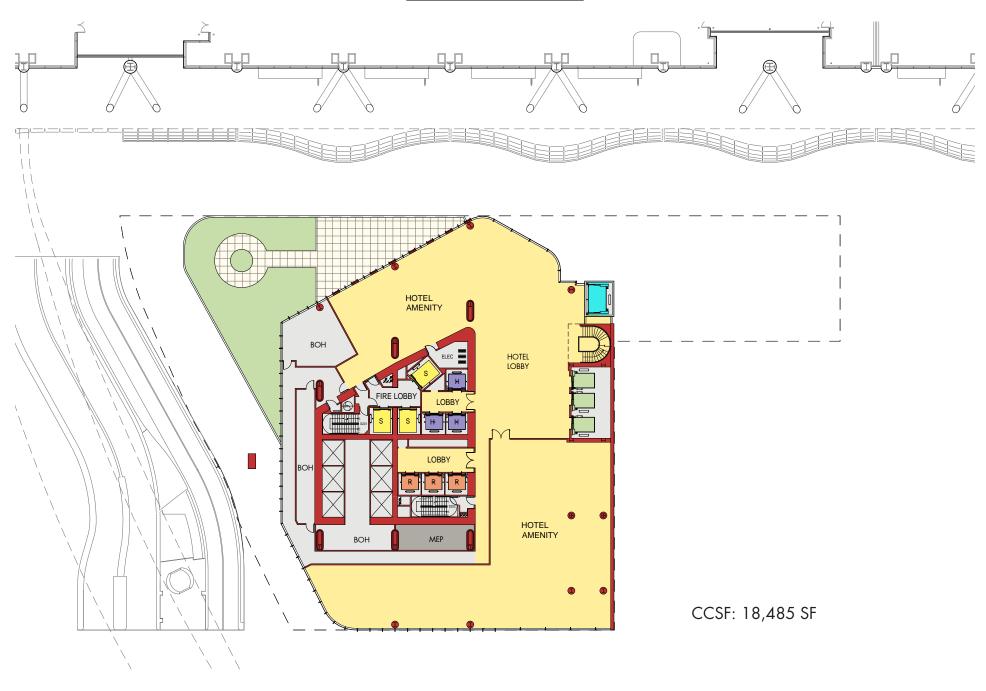
LEVEL B3



LEVEL B4



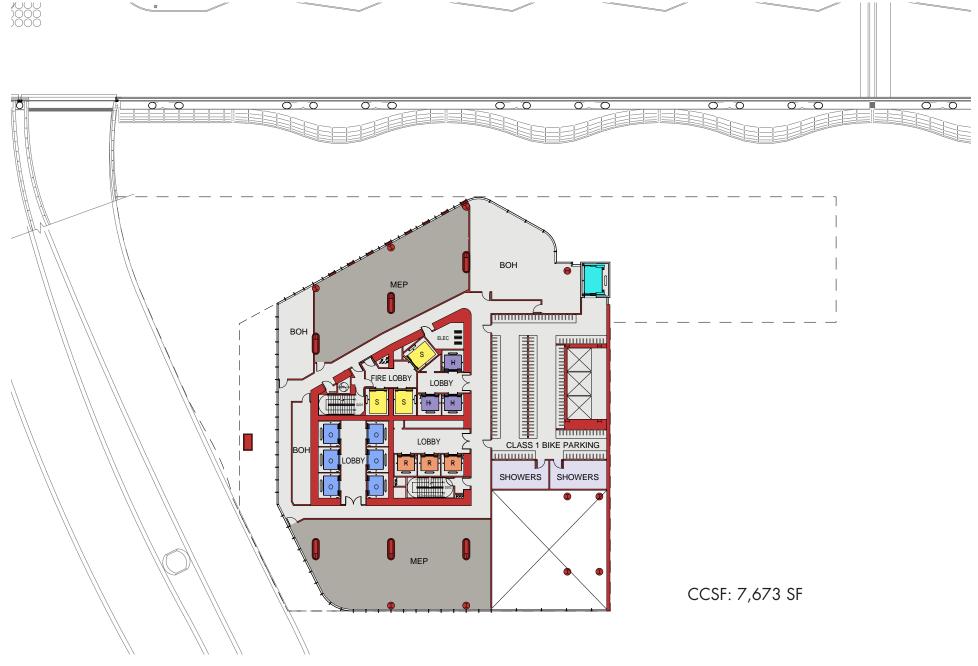
PLAN - GROUND FLOOR



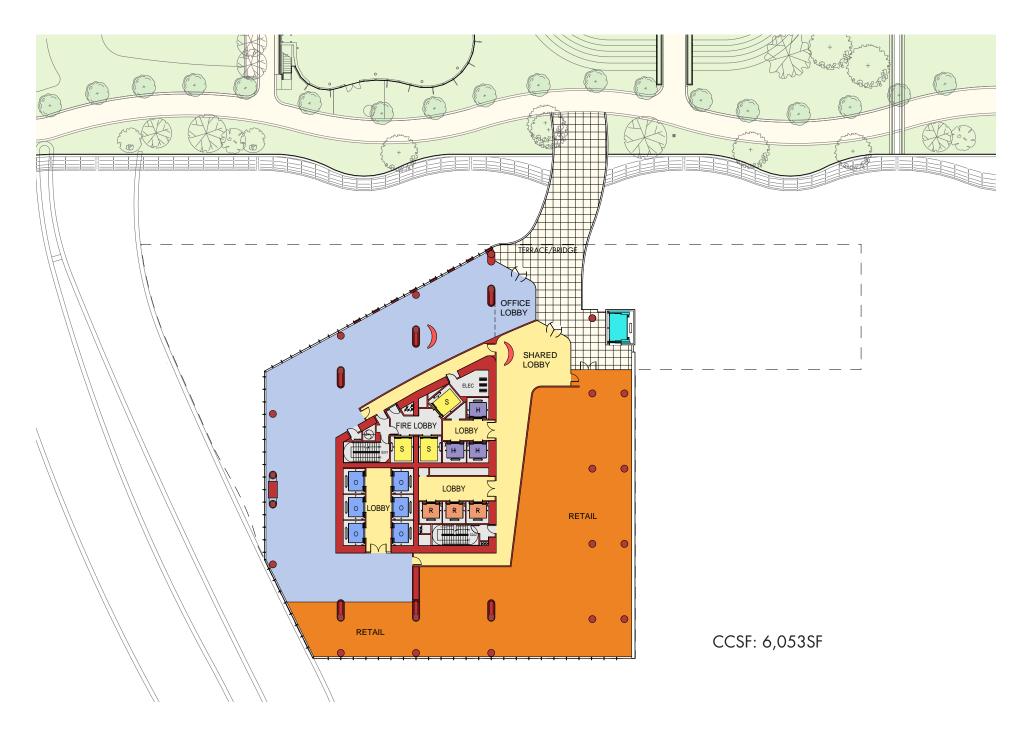
<u>PLAN - LEVEL 2</u>

542-550 Howard Street, San Francisco, CA.





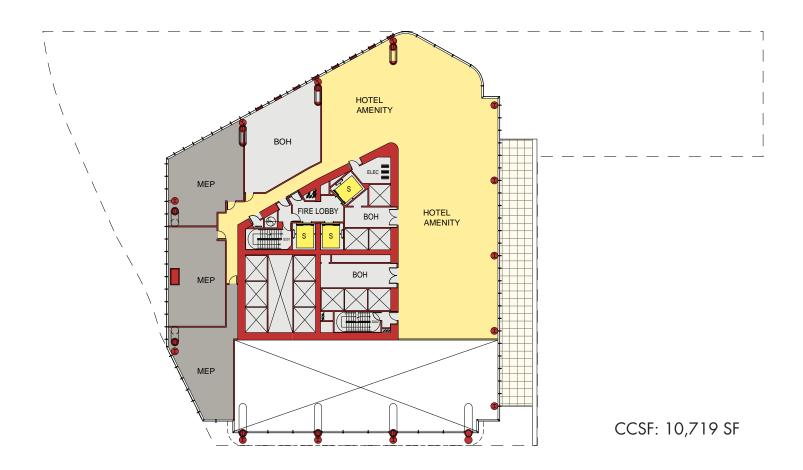
PLAN - LEVEL 4



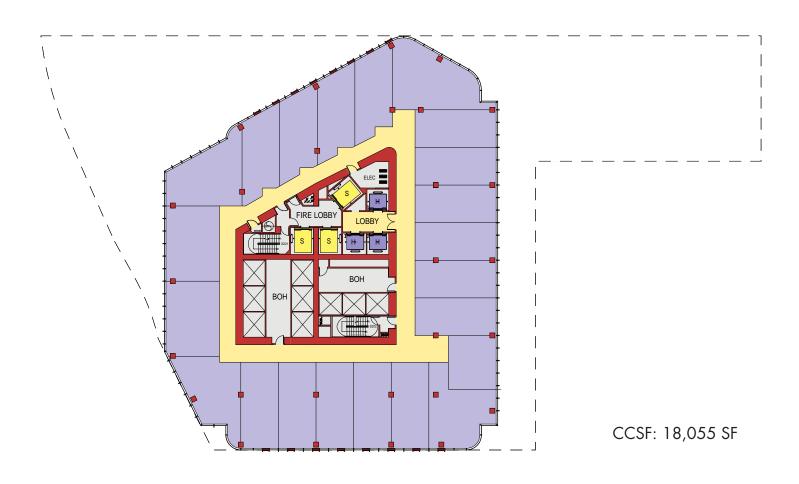
PLAN - LEVEL 5 - RETAIL/PARK ACCESS



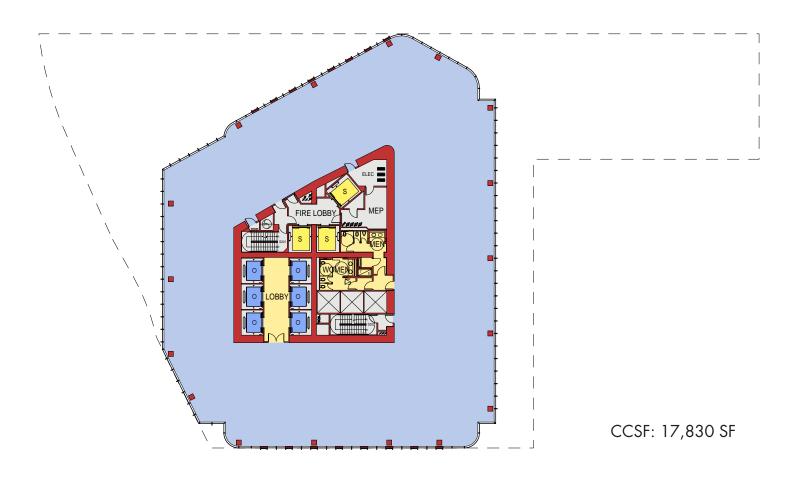
PLAN - LEVEL 6



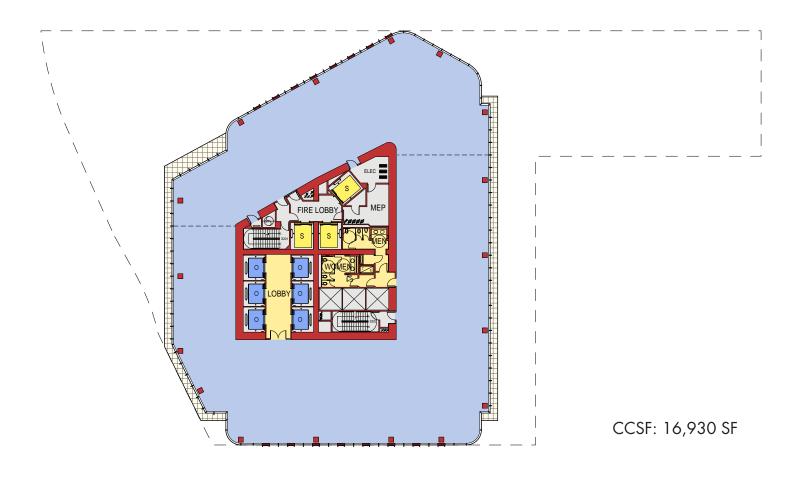
PLAN - LEVEL 7



PLAN - LEVEL 8 TO 16 - TYPICAL HOTEL FLOOR

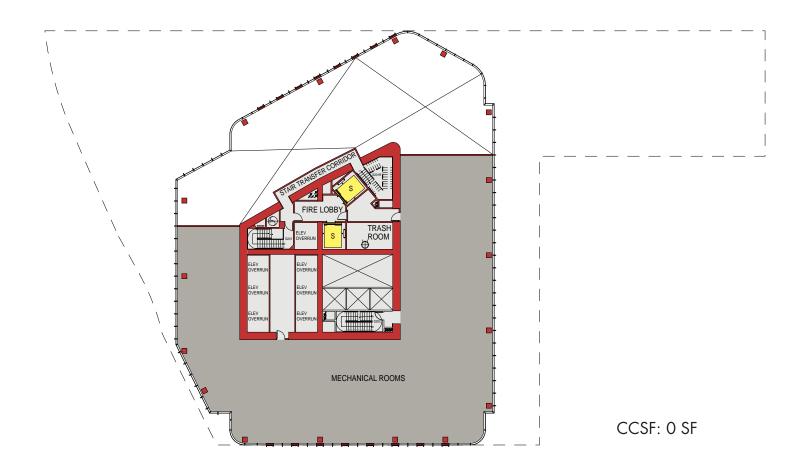


PLAN - LEVEL 17 TO 30 - TYPICAL OFFICE FLOOR

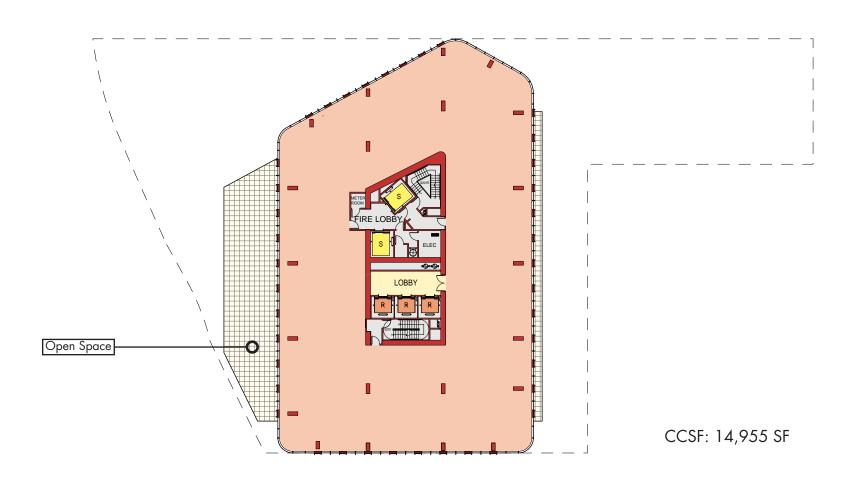


PLAN - LEVEL 31 - OFFICE FLOOR

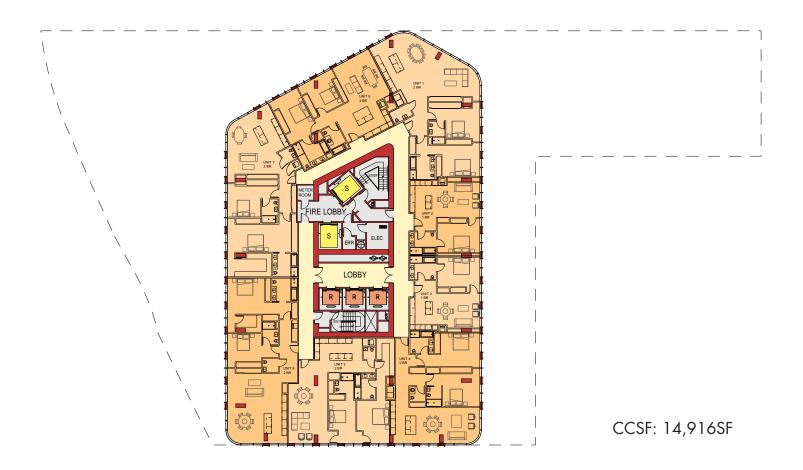
© Pelli Clarke Pelli Architects



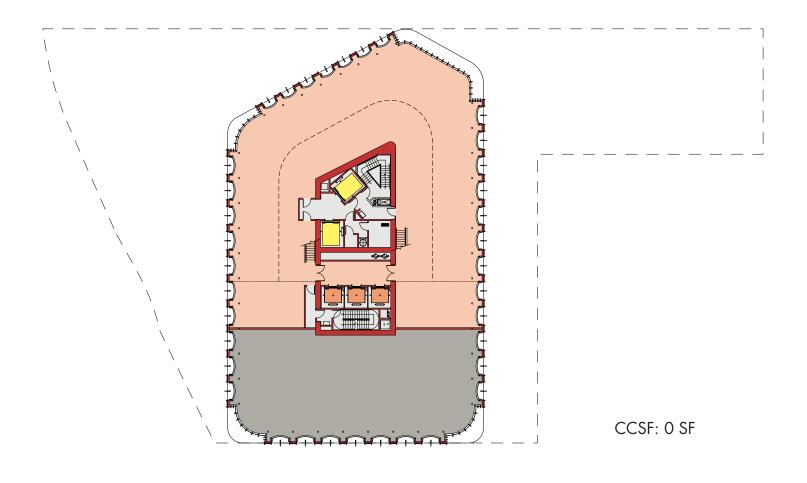
PLAN - LEVEL 32 (MECHANICAL)



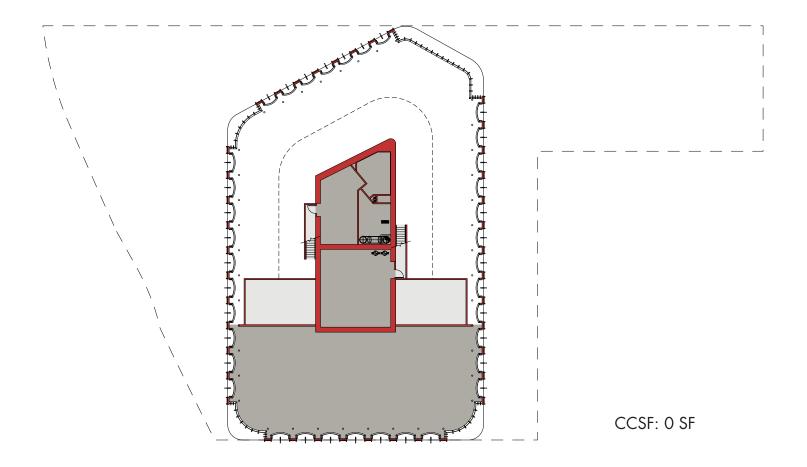
PLAN - LEVEL 33 - RESIDENTIAL AMENITY FLOOR



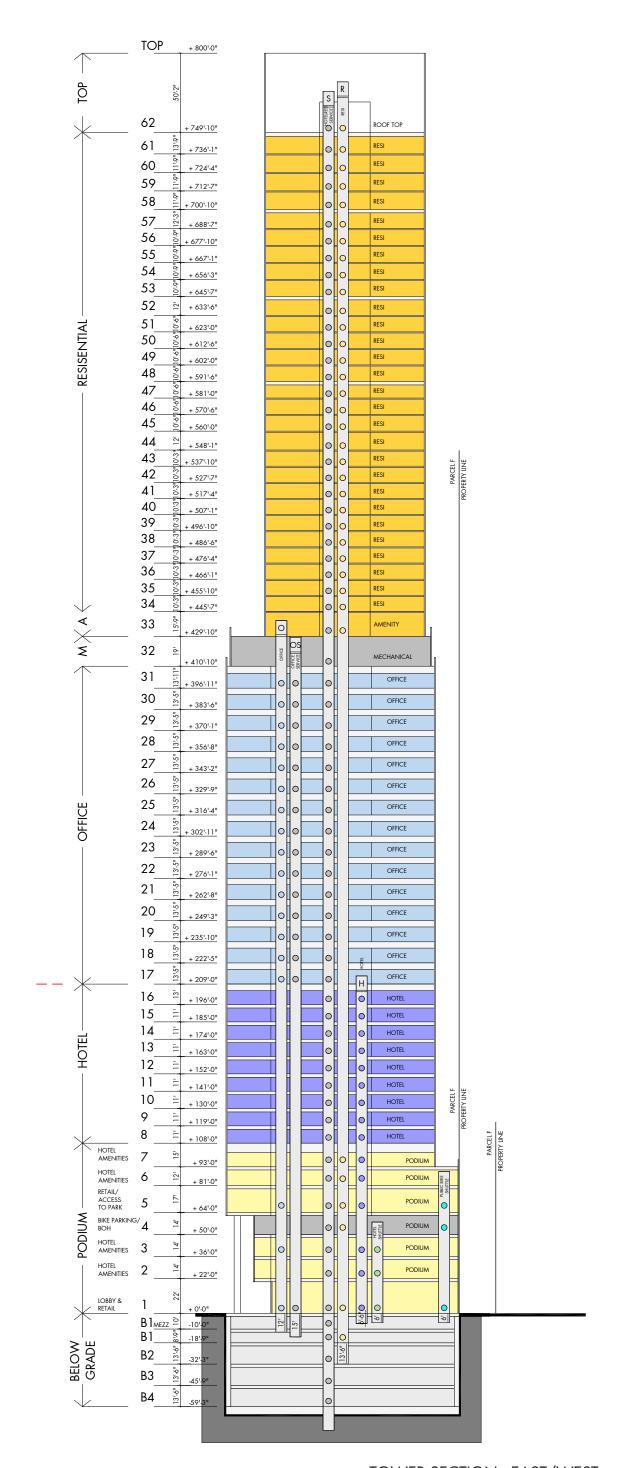
PLAN - LEVEL 34 TO 61 - TYPICAL RESIDENTIAL FLOOR

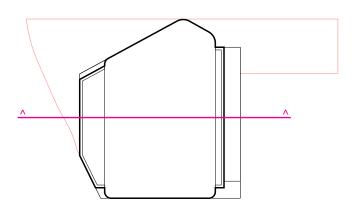


PLAN - LEVEL 62 - ROOF

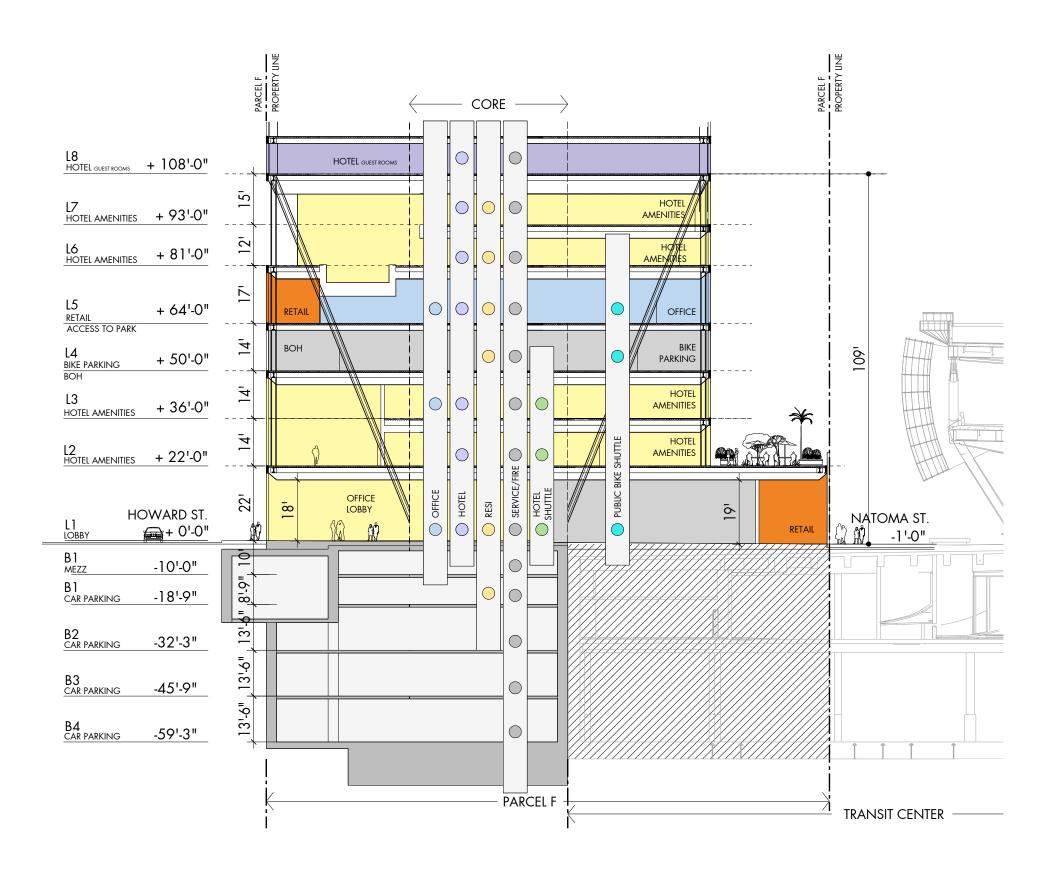


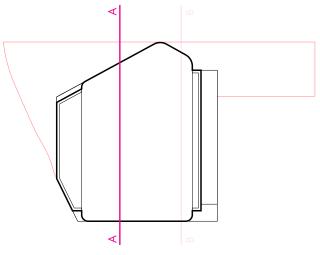
PLAN - LEVEL 62 MECHANICAL MEZZANINE



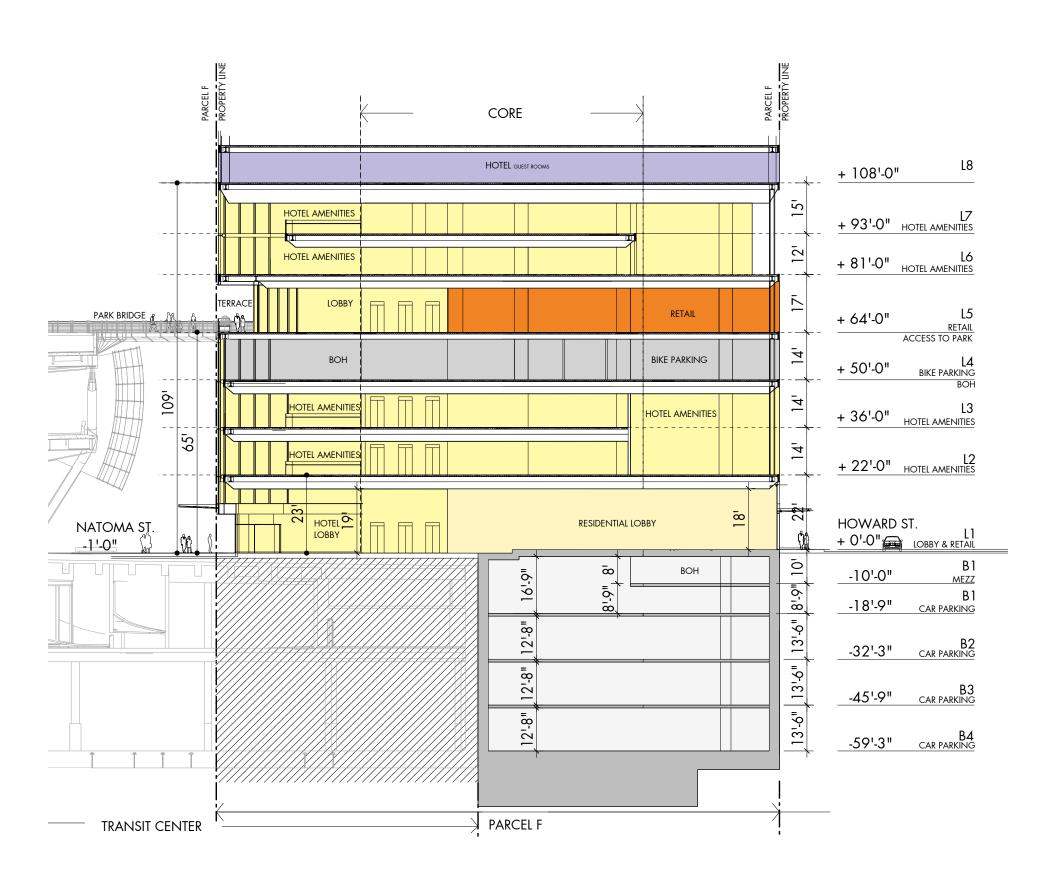


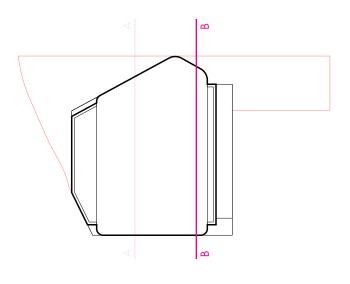
TOWER SECTION - EAST/WEST





PODIUM SECTION A-A





PODIUM SECTION B-B

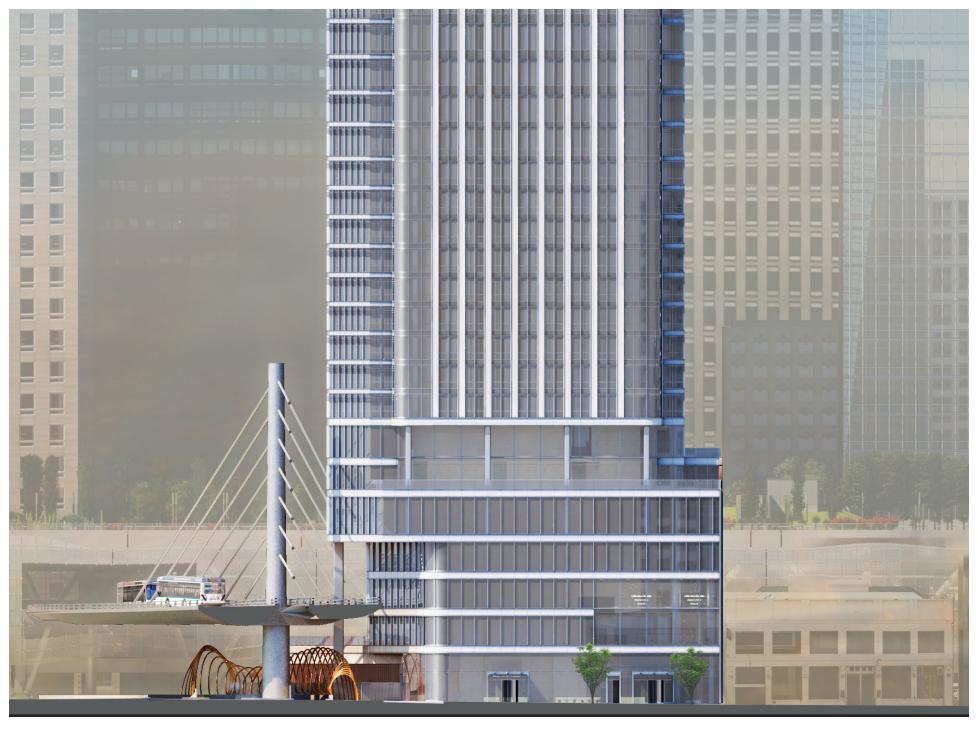
© Pelli Clarke Pelli Architects



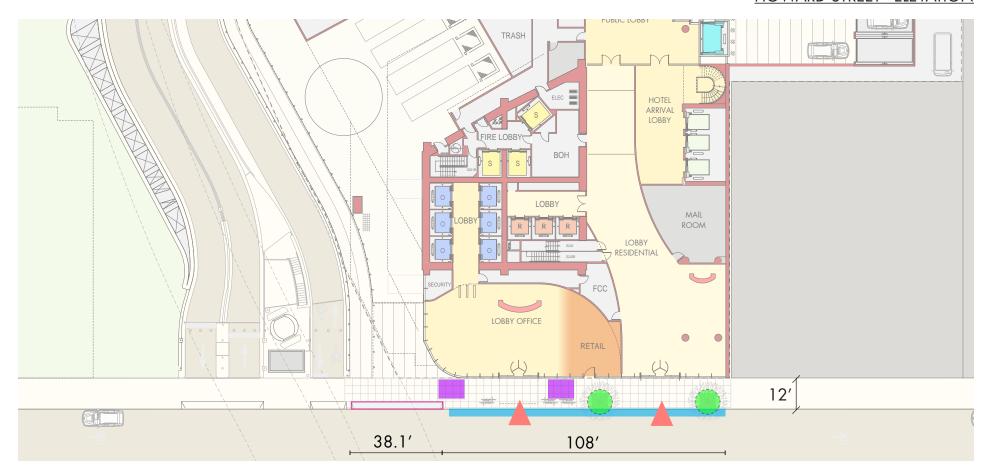
TOWER ELEVATION - SOUTH



TOWER ELEVATION - NORTH (FACING NATOMA STREET)



HOWARD STREET - ELEVATION



PARCEL F CURB CUT

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

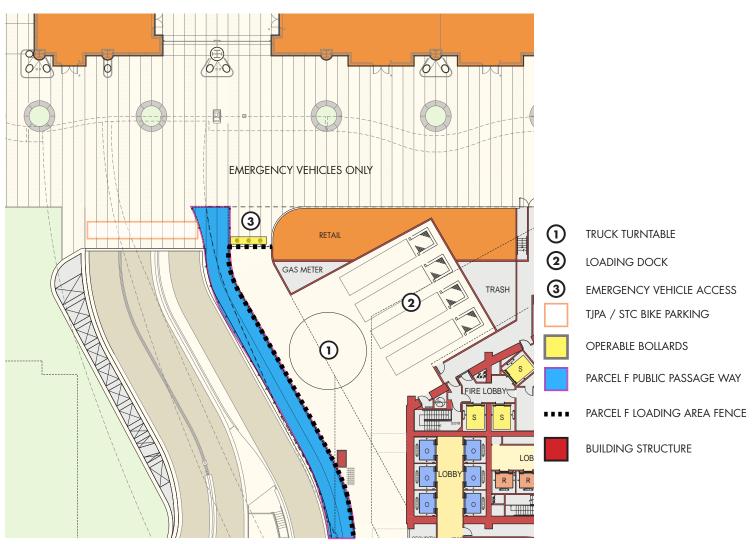
PG & E ACCESS

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

HOWARD STREET - PLAN



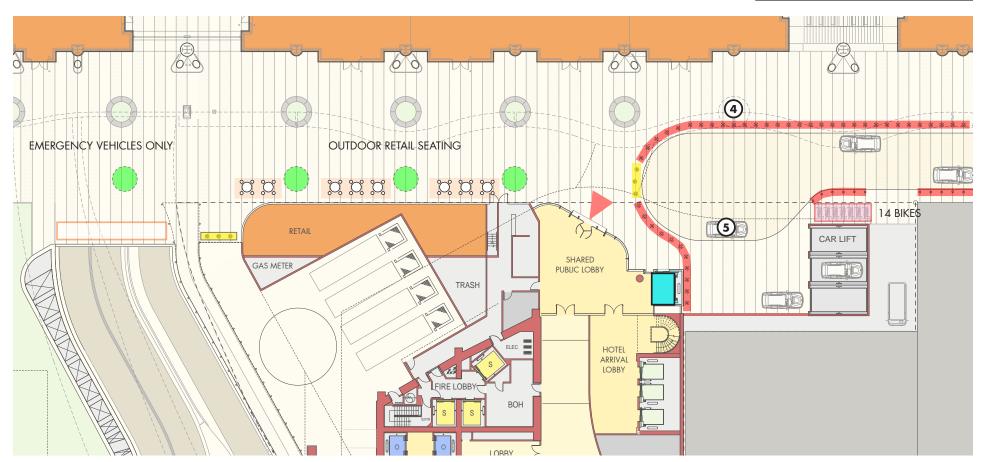
LOADING DOCK - ELEVATION



LOADING DOCK - PLAN



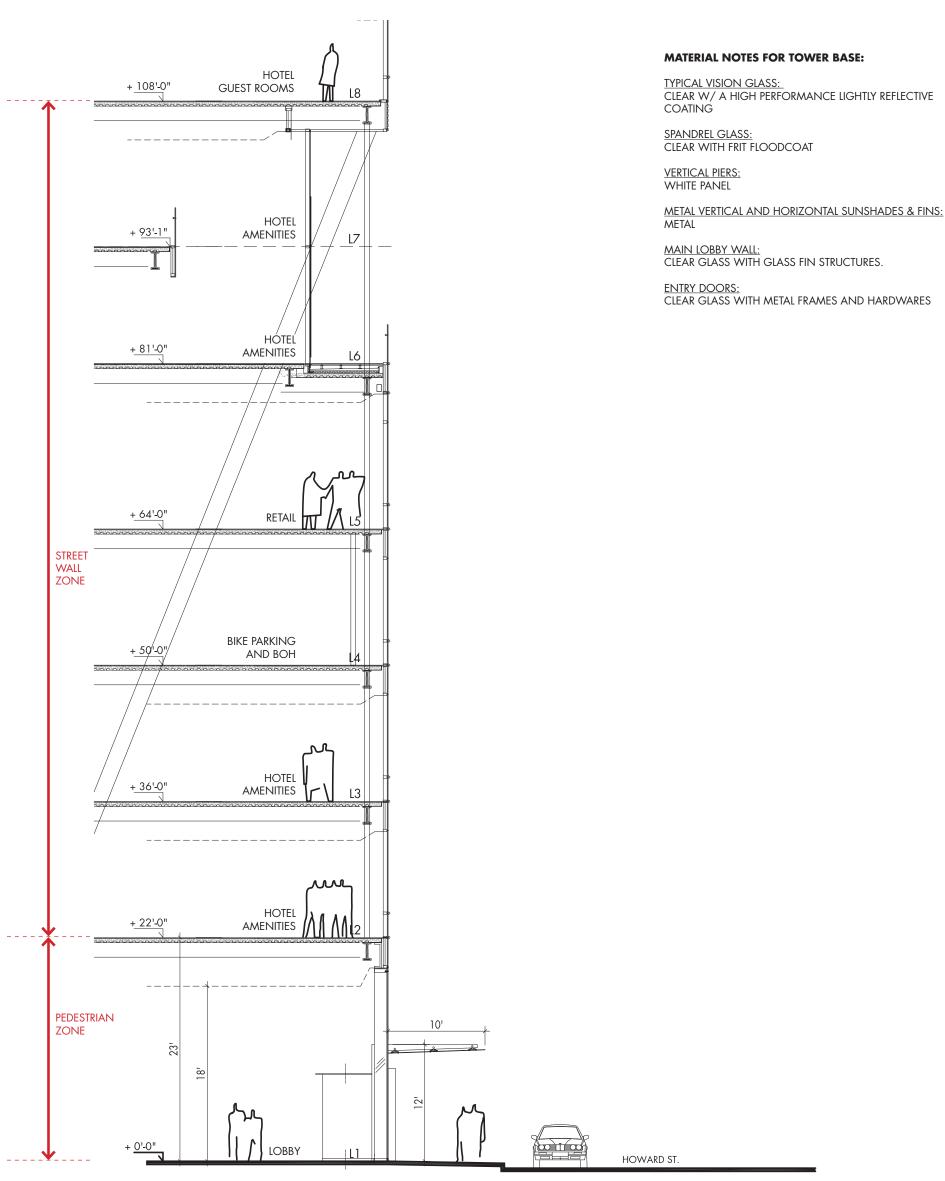
NATOMA STREET - ELEVATION



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

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

Page - 33



PEDESTRIAN ZONE ON HOWARD ST.

The pedestrian zone is defined by several architectural strategies.

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

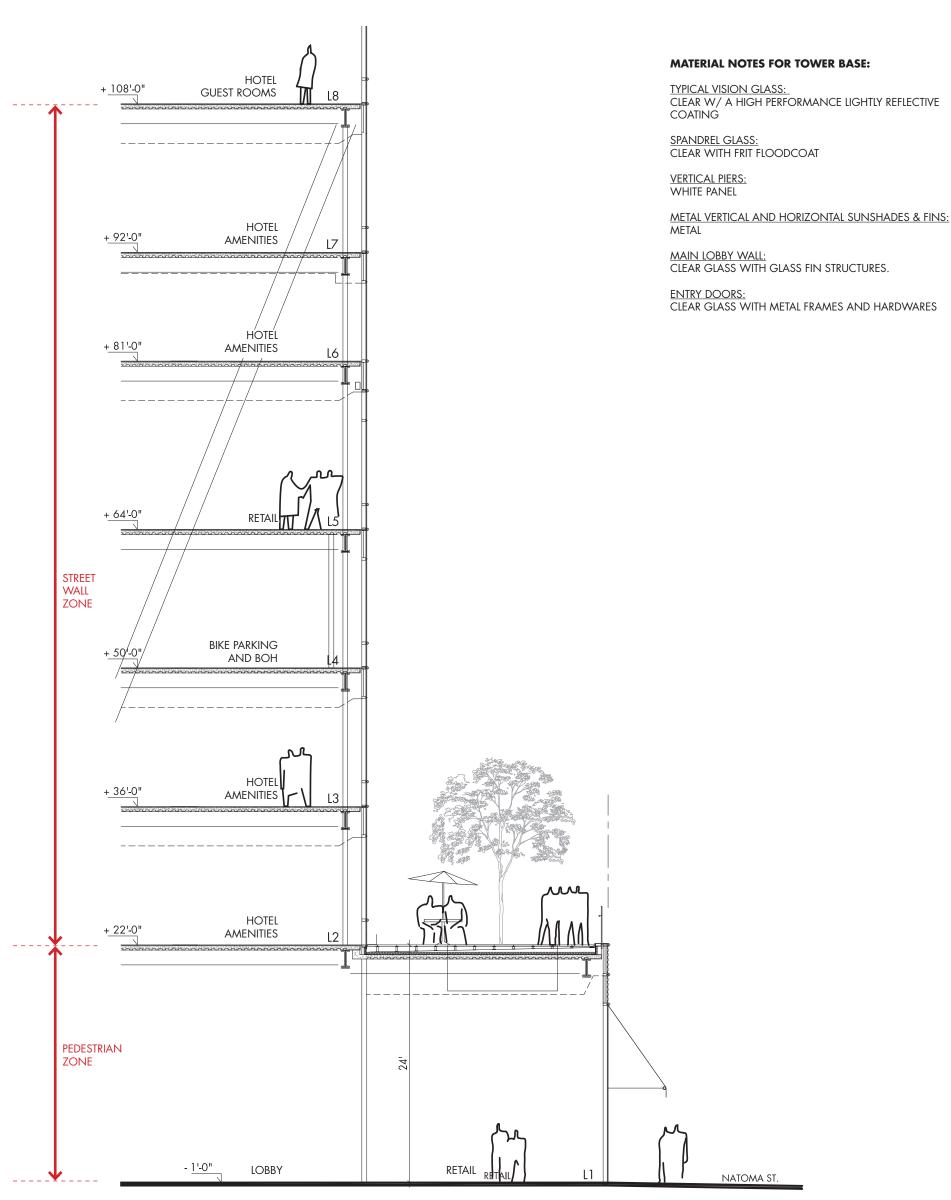
STREETWALL ON HOWARD ST.

The streetwall is defined by several architectural strategies.

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



HOWARD STREET - TYPICAL WALL SECTION



PEDESTRIAN ZONE ON NATOMA ST.

The pedestrian zone is defined by several architectural strategies.

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

STREETWALL ON NATOMA ST.

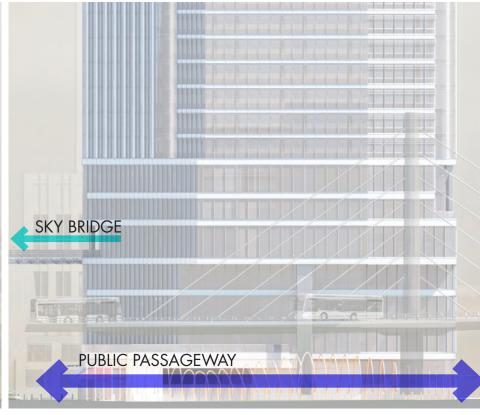
Several architectural articulations help define the Streetwall on Natoma Street.

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



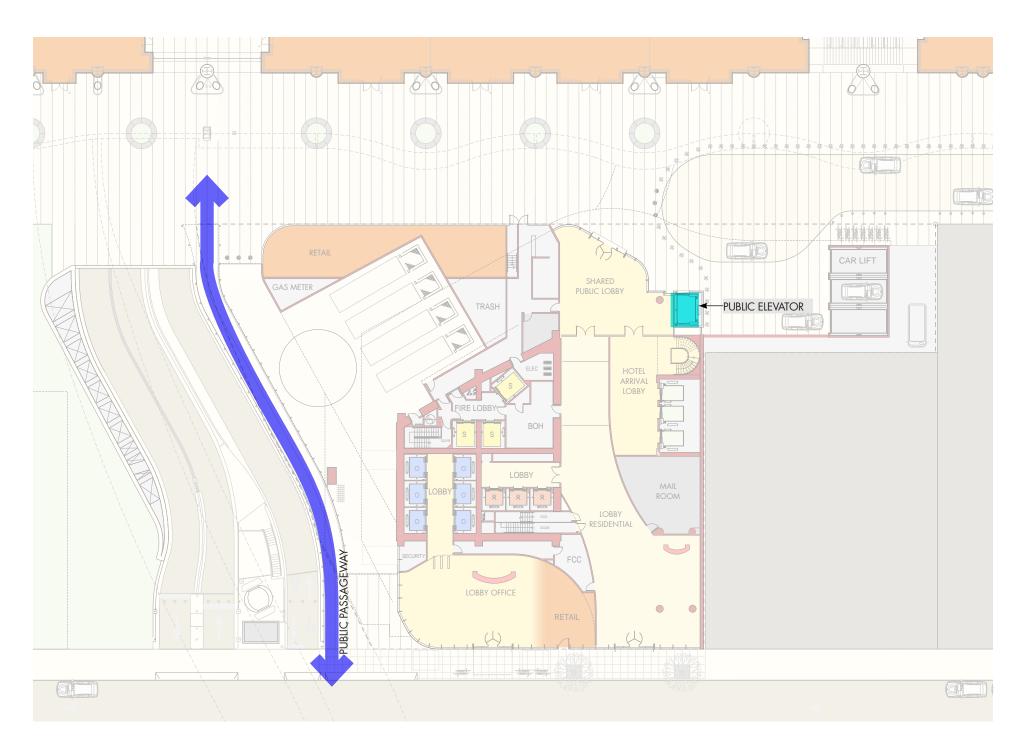
NATOMA STREET - TYPICAL WALL SECTION

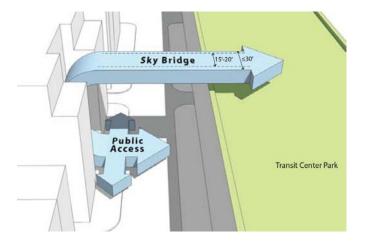




NORTH ELEVATION

WEST ELEVATION





CONNECTIVITY TO TRANSBAY TRANSIT CENTER PARK:

POLICY 3.17

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

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

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

-Transit Center District Plan-

PUBLIC PASSAGE WAY / CONNECTIVITY



Level	Perimeter Area	Deducts per SF Planning Code	Residential GSF	Office GSF	Hotel GSF	CCSF Gross Area Above/Below
		· · · · · · · · · · · · · · · · · · ·				Grade
6	2 15,305	15,305	0	0	0	0
6	•		14,916	0	0	14,916
6	·		14,916	0	0	14,916
5	•		14,916 14,916	0	0	14,916 14,916
5	•		14,916	0	0	14,916
5	•		14,916	0	0	14,916
5	•		14,916	0	0	14,916
5	4 15,305	389	14,916	0	0	14,916
5	•		14,916	0	0	14,916
5	•		14,916	0	0	14,916
5	·		14,916	0	0	14,916
5 4	•		14,916 14,916	0	0	14,916
4	•		14,916	0	0	14,916 14,916
4	•		14,716	0	0	14,716
4	•		14,916	0	0	14,916
4			14,916	0	0	14,916
4	4 15,305	389	14,916	0	0	14,916
4	•		14,916	0	0	14,916
4	•		14,916	0	0	14,916
4	•		14,916	0	0	14,916
4	·		14,916	0	0	14,916
3	•		14,916 14,916	0	0	14,916 14,916
3	•		14,916	0	0	14,916
3	·		14,916	0	0	14,916
3	•		14,916	0	0	14,916
3	4 15,305	389	14,916	0	0	14,916
3	•		14,955	0	0	14,955
3	•		0	0	0	0
3	•		0	16,930	0	16,930
3	•		0	17,830	0	17,830
2			0	1 <i>7</i> ,830 1 <i>7</i> ,830	0	1 <i>7</i> ,830 1 <i>7</i> ,830
2			0	17,830	0	17,830
2	•		0	17,830	0	17,830
2	5 18,590	760	0	1 <i>7</i> ,830	0	1 <i>7</i> ,830
2			0	1 <i>7</i> ,830	0	1 <i>7</i> ,830
2			0	1 <i>7</i> ,830	0	1 <i>7</i> ,830
2	•		0	17,830	0	17,830
2	•		0	17,830	0	17,830
2	•		0	1 <i>7</i> ,830 1 <i>7</i> ,830	0	1 <i>7</i> ,830 1 <i>7</i> ,830
1	•		0	17,830	0	17,830
1	•		0	17,578	0	17,578
1	•		0	,	18,055	18,055
1.			0	0	18,055	18,055
1.	4 18,590	535	0	0	18,055	18,055
1			0	0	18,055	18,055
1.	•		0	0	18,055	18,055
1	•		0	0	18,055	18,055
1	•		0	0	18,055	18,055
	9 18,590 8 18,590		0	0	18,055 18,055	18,055 18,055
	7 18,158		0	0	10,719	10,719
	6 18 <i>,7</i> 19		0	0	16,745	16,745
	5 19,626		0	6,053	0	6,053
	4 19,022		0	0	7,673	7,673
	3 19,022		0	0	18,485	18,485
	2 19,022		0	0	18,485	18,485
	1 22,300	· · · · · · · · · · · · · · · · · · ·	1,496	1,496	1,496	4,487
B1 Mezz	•		0	0	2,640	0
В			0	0	0	0
B B	•		0	0	0	0
В.	•		0	0	0	0
Toto	al 1,140,458	113,928	434,094	273,847	238,739	944,040

NOTES: CCSF gross area is per San Francisco Planning Code Article 1, Sec. 102.9 - Gross area: Perimeter area is measured at 4' above finished floor

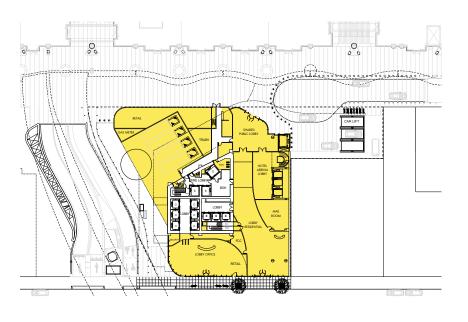
The above calculations for deducted area assumes the following understanding of CCSF code:

AREA SCHEDULE {2018.07.31}

542-550 Howard Street, San Francisco, CA.

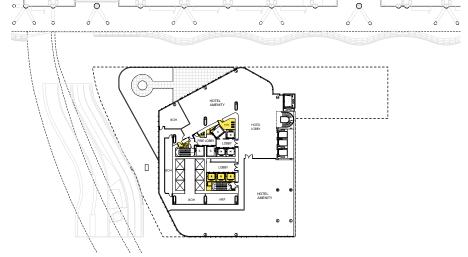
^{1:} Floor space used for off-street parking or loading.
2: Basement space used for storage or services necessary to the operation or maintenance of the building
3: Elevator or stair penthouses, etc at the top of the building used for operation or maintenance of the building
4: Mechanical equipment areas necessary to the operation of the building (MEP, Elec, Tel rooms/shafts, Restroom shafts/risers)
5: Retail area less than 5,000 SF per use on ground and park level

^{6:} Ground floor lobby circulation space



GROUND FLOOR

PERIMETER AREA:	22,300
DEDUCTS PER SF PLANNING CODE:	17,500
CCSF GROSS AREA ABOVE / BELOW GRADE:	4,487

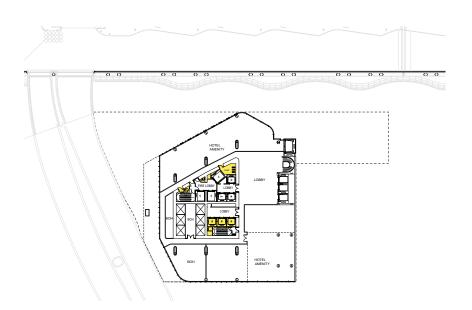


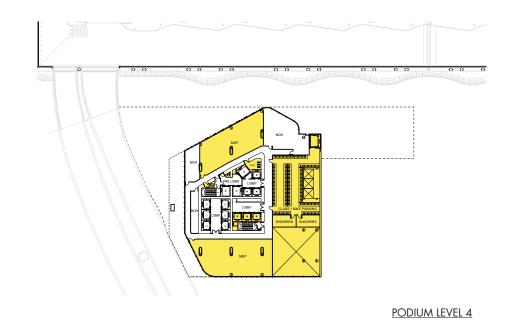
PODIUM LEVEL 2

19,022

DEDUCTS PER SF PLANNING CODE:	537
CCSE GROSS AREA ABOVE / BELOW GRADE:	18 485

PERIMETER AREA:

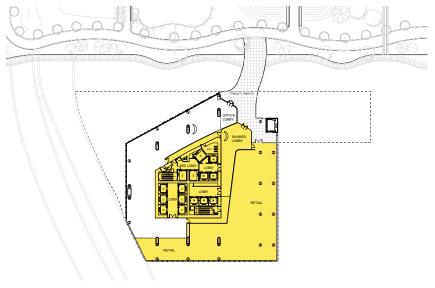


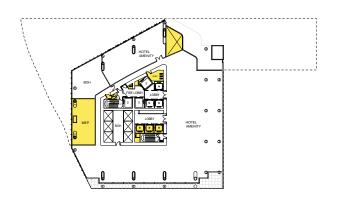


PODIUM LEVEL 3

PERIMETER AREA:	19,022
DEDUCTS PER SF PLANNING CODE:	537
CCSF GROSS AREA ABOVE / BELOW GRADE:	18,485

PERIMETER AREA:	19,022
DEDUCTS PER SF PLANNING CODE:	11,349
CCSE GROSS AREA ABOVE / BELOW GRADE:	7 673



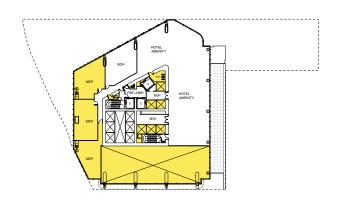


PODIUM	LEVEL	5
		_

PERIMETER AREA:	19,626	PERIMETER AREA:	18,719
DEDUCTS PER SF PLANNING CODE:	13,740	DEDUCTS PER SF PLANNING CODE:	1,974
CCSF GROSS AREA ABOVE / BELOW GRADE:	6,053	CCSF GROSS AREA ABOVE / BELOW GRADE:	16,745

GROSS AREA SUMMARY

PODIUM LEVEL 6



PODIUM LEVEL 7

PERIMETER AREA:	18,158
DEDUCTS PER SF PLANNING CODE:	7,439
CCSF GROSS AREA ABOVE / BELOW GRADE:	10.719

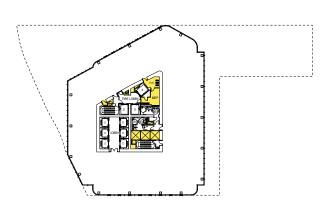
TYPICAL HOTEL (L 8-16)

PERIMETER AREA:	18,590
DEDUCTS PER SF PLANNING CODE:	535
CCSF GROSS AREA ABOVE / BELOW GRADE:	18,055



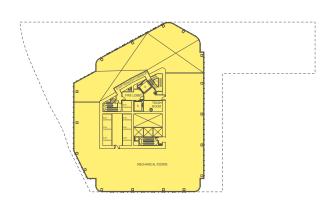
HOTEL	(L 1 <i>7</i>)	١
	, ,	

PERIMETER AREA:	18,590
DEDUCTS PER SF PLANNING CODE:	1,237
CCSF GROSS AREA ABOVE / BELOW GRADE:	17,353



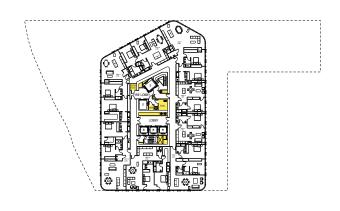
TYPICAL OFFICE (L 18-31)

PERIMETER AREA:	18,590
DEDUCTS PER SF PLANNING CODE:	760
CCSF GROSS AREA ABOVE / BELOW GRADE:	17,830



MECHANICAL (L32)

PERIMETER AREA:	18,590	
DEDUCTS PER SF PLANNING CODE:	18,590	
CCSF GROSS AREA ABOVE / BELOW GRADE:	0	



TYPICAL RESIDENTIAL (L 33-61)

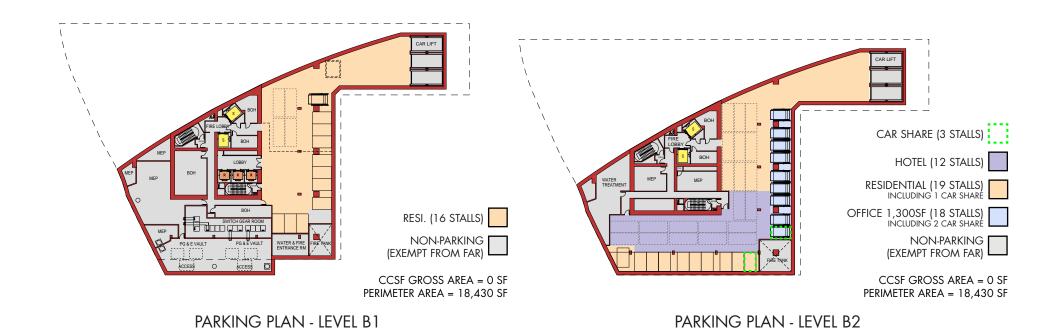
590	PERIMETER AREA:	15,305
590	DEDUCTS PER SF PLANNING CODE:	389
0	CCSF GROSS AREA ABOVE / BELOW GRADE:	14,916

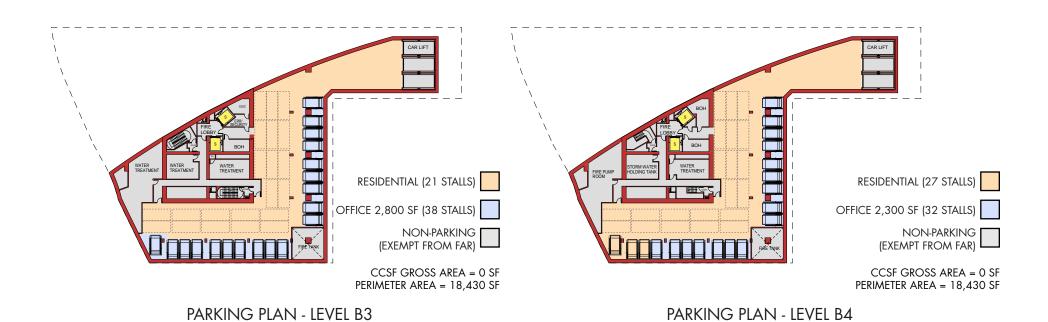
GROSS AREA SUMMARY

PROGRAM	Allowable Parking	Provided Parking	Reference
non-residential	18,245 SF	88 STALLS / 6,520 SF	SF PLANNING CODE SEC 151.1 (c), (d), (f) 3.5% OF GROSS
HOTEL (189 KEYS)	12 STALLS	12 STALLS	SF PLANNING CODE SEC. 151 1 CAR PER 16 GUEST BED ROOMS
residential (165 units)	83 STALLS	83 STALLS	SF PLANNING CODE SEC. 151.1 (f) 0.5 CAR PER 1 UNIT
TOTAL		183 STALLS	

NON-RESIDENTIAL ALLOWABLE PARKING CALCULATION	CCSF
OFFICE	273,847 SF
HOTEL	238,739 SF
RETAIL	8,700 SF
TOTAL NON-RESIDENTIAL CCSF	521,286 SF
non-residential Allowable parking: 3.5% of gross	18,245 SF

NUMBER OF CAR SHARE PARKING STALLS		Reference
non-residential	2	SF PLANNING CODE SEC 166
HOTEL	0	SF PLANNING CODE SEC. 166
DWELLING	1	SF PLANNING CODE SEC. 166
TOTAL CAR SHARE	3	

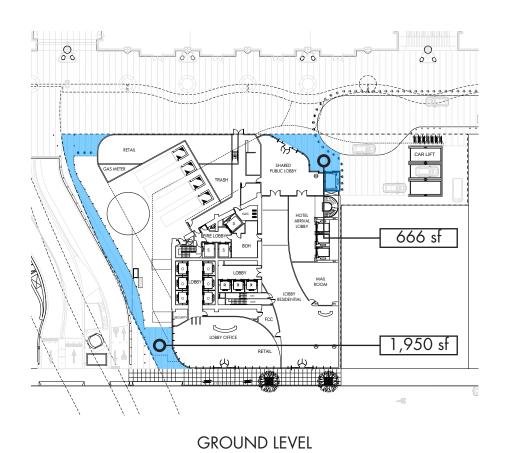


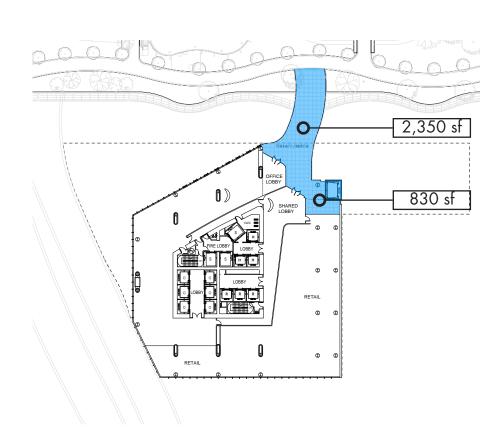


PARKING SUMMARY

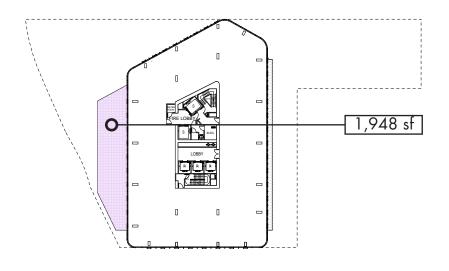
Residential: 1	165 units	Required Open Space	Proposed Open Space	Notes
48 SF Common Open Space x 165 units		7,920	7,494	Roof Top Terrace
			1,948	Terrace at 33L
TOTAL RESIDENTIAL OPEN SPACE		7,920	9,442	Planning Code 138(g)

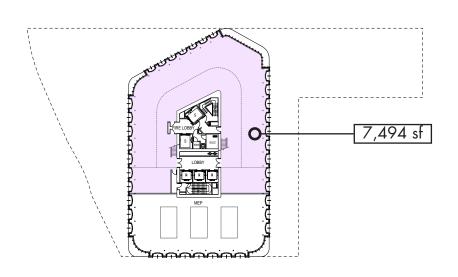
Commercial:	512,586 SF	Required Open Space	Proposed Open Space	Notes
1 SF of open space / 50 SF		10,252	5,000	Bonus (Section 138(j)(1)(F)(iv))
			1,950	Gr. Flr. Passage
			666	Access to Public elevator
			830	Public elevator to Park level (L1-L5)
			2,350	Bridge & Terrace at 5L
TOTAL COMMERCIAL OPEN SPACE		10,252	10,796	Planning Code 138(g)





PODIUM - LEVEL 5





RESIDENTIAL AMENITY - L 33

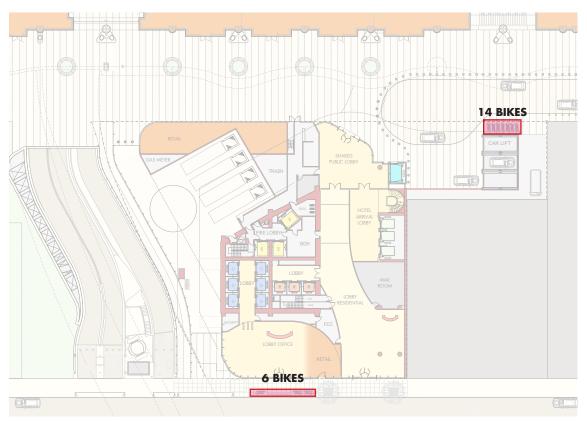
ROOF



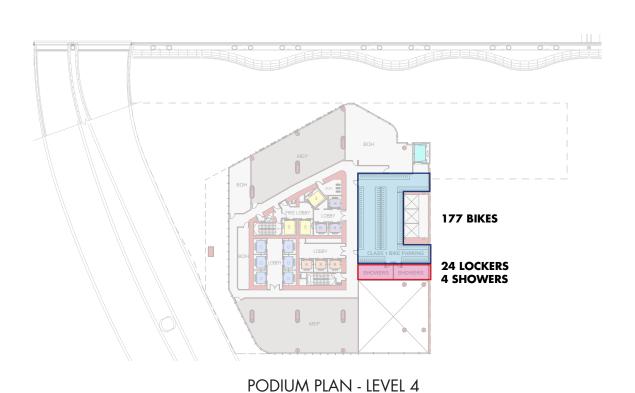
OPEN SPACE SUMMARY

PLANNING CODE COMPLIANCE

	Residential	Hotel	Office	Total No. Required
GSF	-	-	273,847	
# of Units	165	189	-	
Class 1 Code	100 Class1 spaces + 1 Class1 space/4units over 100 units	1 Class1 space/30 rooms	1 Class1 spaces/5,000sf	
CLASS1 TOTAL	116.3	6.3	54.8	1 <i>77</i>
Class2 Code	1 Class2 space/20units	1 Class2 space/30 rooms + 1 Class2 space/5,000 sf of Conf., Meeting Rooms	Min. 2 Spaces for office greater than 5,000SF + 1 Class2 space / add. 50,000 SF	
CLASS2 TOTAL	8.3	18.3	7.4	39



CLASS 2 BIKE PARKING - LEVEL 1 PAY IN LIEU FEE FOR 50% OF CLASS 2 REQUIREMENT (19 SPACES)



BIKE PARKING SUMMARY

CLASS 1 BIKE PARKING

SHOWERS AND LOCKERS

CLASS 2 BIKE PARKING

Column			T	
### 100 Part	CODE ITEM			
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March Marc				
March Marc				
2004-1917	RESIDENTIAL FLOOR PLATES [15K SF]			LEGISLATIVE AMENDMENT-UNCODIFIED
2004-1917				
2004-1917				
### ACCORDANGED FOR TO THE PROPERTY OF THE PRO	HEIGHT LIMIT			
### PART OF THE PA	AND BULK DISTRICT		THE 750-S-2 ZONE ON PORTION OF LOT 136 AT NORTHEASTEARN EDGE OF	AMENDMENT
### AND PROPERTY OF THE PARTY O			NORTHWEST PORTION OF SITE TO 450-S (4,576 SF, AS DEPICTED IN	
### SECRET SECRET PROJECT SECRET PRO				
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Proc. Proc				
Proc. Proc				
### ### ### ### ######################	SETBACKS			
### CONTROL OF CONTROL FOR CONTROL OF CONTRO	[3/02-1]		WITH THE 10' SETBACK REQUIREMENT FOR 40% OF THE FRONTAGE ON	[3 557(d)[1]]
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2.7-11.04 2.7-12.04 2.7-		SEPARATION OF TOWERS FROM AN INTERIOR PROPERTY LINE	15' SEPARATION OF TOWER FROM INTERIOR PROPERTY LINE UP TO A HEIGHT	300 FYCFPTION
### ##################################		SELANATION OF TOWERS ROWALT WEIGHT ROLENT EITE	OF 411' AND 18' SEPARATION FROM 430' UPWARDS	
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2.500 12 2.5				
		SEPARATION OF TOWERS AT PUBLIC STREETS		
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1946 PANISTO SET FOR \$50.00 \$90.00 \$10.0				
1946 PANISTO SET FOR \$50.00 \$90.00 \$10.0	REAR YARD	25% OF LOT DEPTH IS REQUIRED AT THE LOWEST STORY CONTAINING A	NONE PROVIDED	300 EXCEPTION
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MAX SOURCE MAX SOURCE				
MAX SOURCE MAX SOURCE				
TO DISCONDENSION DESCRIPTION TO DISCONDENSION DESCRIPTION TO DISCONDENSION DESCRIPTION D	UNIT EXPOSURE (§ 140)			
			(Please refer to pg.8 of the Supplemental Diagrams)	
MICO F COMMINION TO RESERVED UNDO! MICO F CO	OFF STREET LOADING	6 LOADING SPACES REQUIRED		309 EXCEPTION
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AMERICANNO B (428) CHE LONGING C				
AMERICANNO B (428) CHE LONGING C				
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OFFICIAL CITY BICYCLE ROUTE Please refer to pg. 9 of the Supplemental Diagrams				
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PLANNING CODE EXCEPTIONS



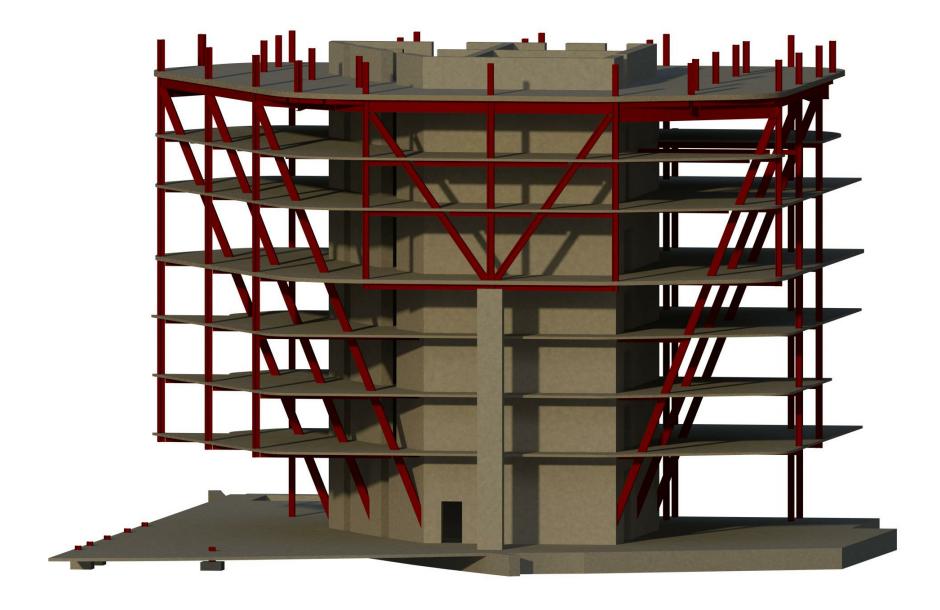
STRUCTURAL SYSTEM MAGNUSSON KLEMENCIC ASSOCIATES

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

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

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

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



BUILDING INFORMATION MODEL OF BASE TRANSFER

SUSTAINABILITY

HKS ARCHITECTS

TRANSIT ORIENTED DEVELOPMENT

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

HIGH PERFORMANCE FACADE

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

STORMWATER AND RAINWATER HARVESTING

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

CONSTRUCTION WASTE MANAGEMENT

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

SUSTAINABLE MATERIALS

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

DAYLIGHT AND VIEWS

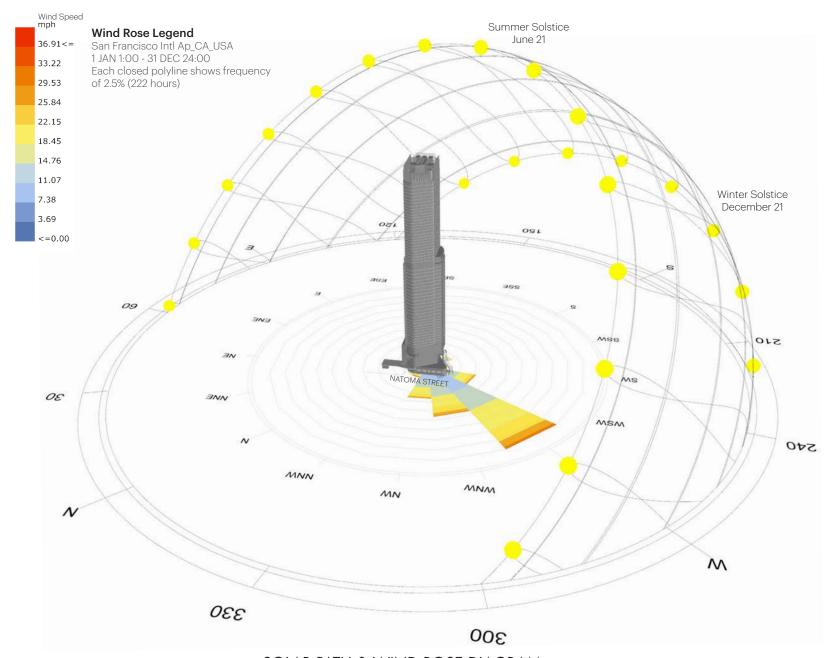
The building will provide natural daylight and quality views to its occupants.

ELECTRIC VEHICLE CHARGING AND PARKING

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

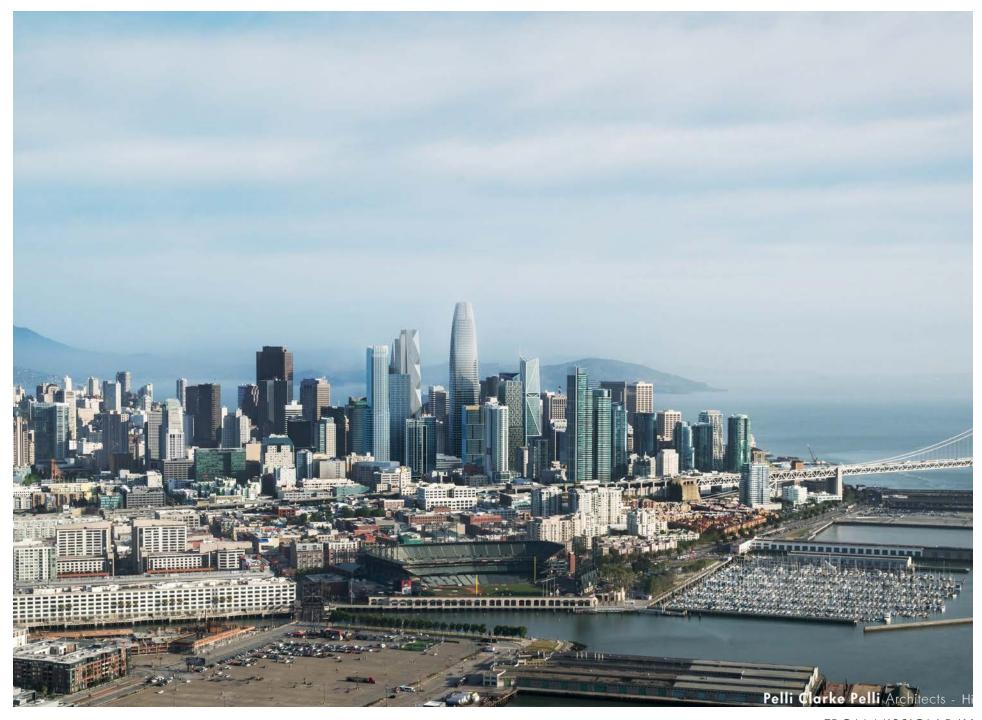
INNOVATION

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



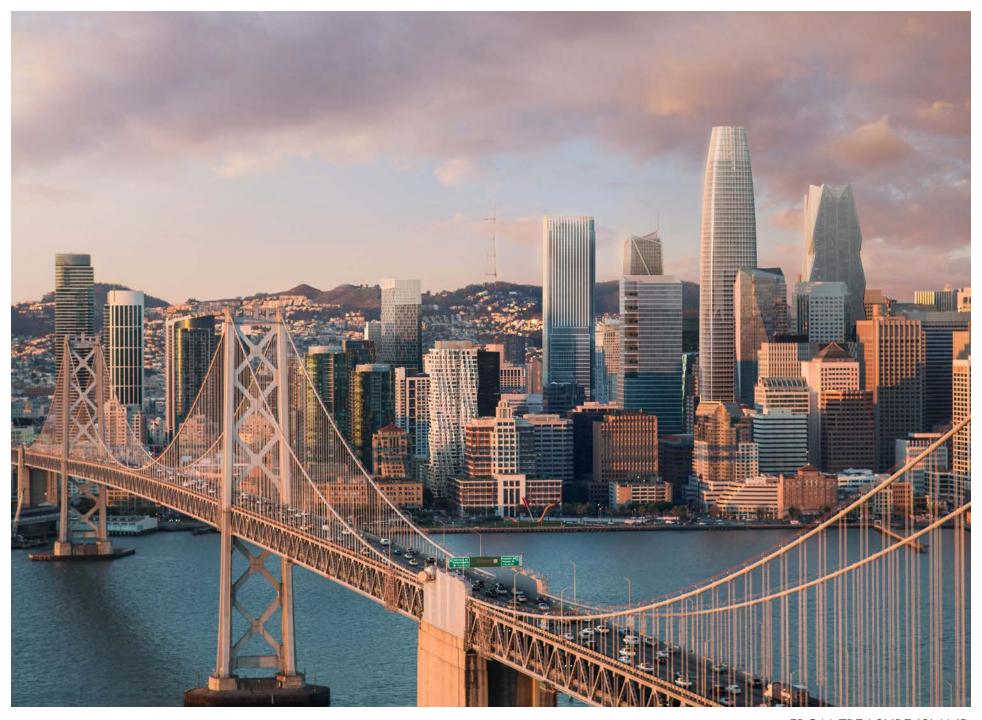


FROM DOLORES PARK



FROM MISSION BAY





FROM TREASURE ISLAND

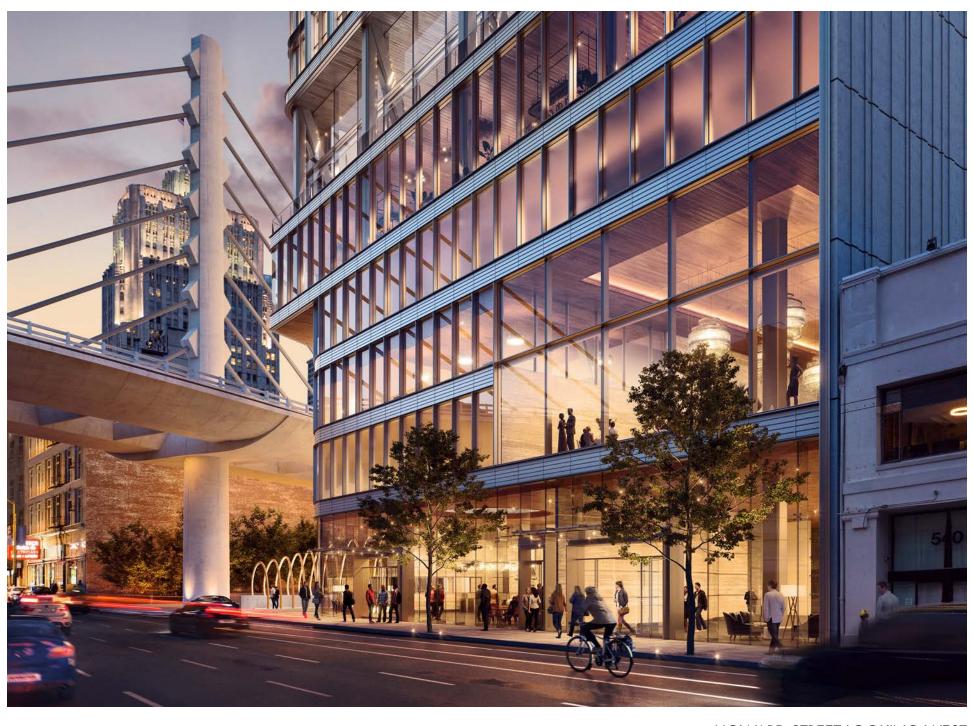








Architectural Submittal 309 Application



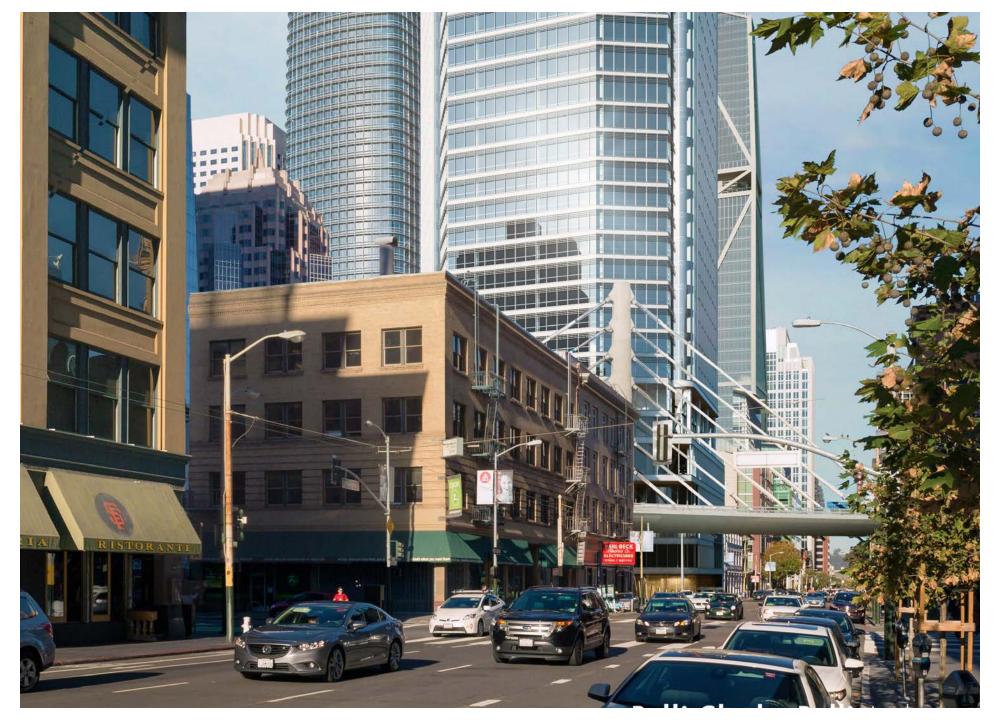
HOWARD STREET LOOKING WEST



HOWARD STREET LOOKING EAST



HOWARD STREET LOOKING NORTH



HOWARD STREET LOOKING EAST



NATOMA STREET LOOKING SOUTH/EAST



NATOMA STREET LOOKING SOUTH/EAST



NATOMA STREET LOOKING SOUTH/EAST



NATOMA STREET LOOKING SOUTH



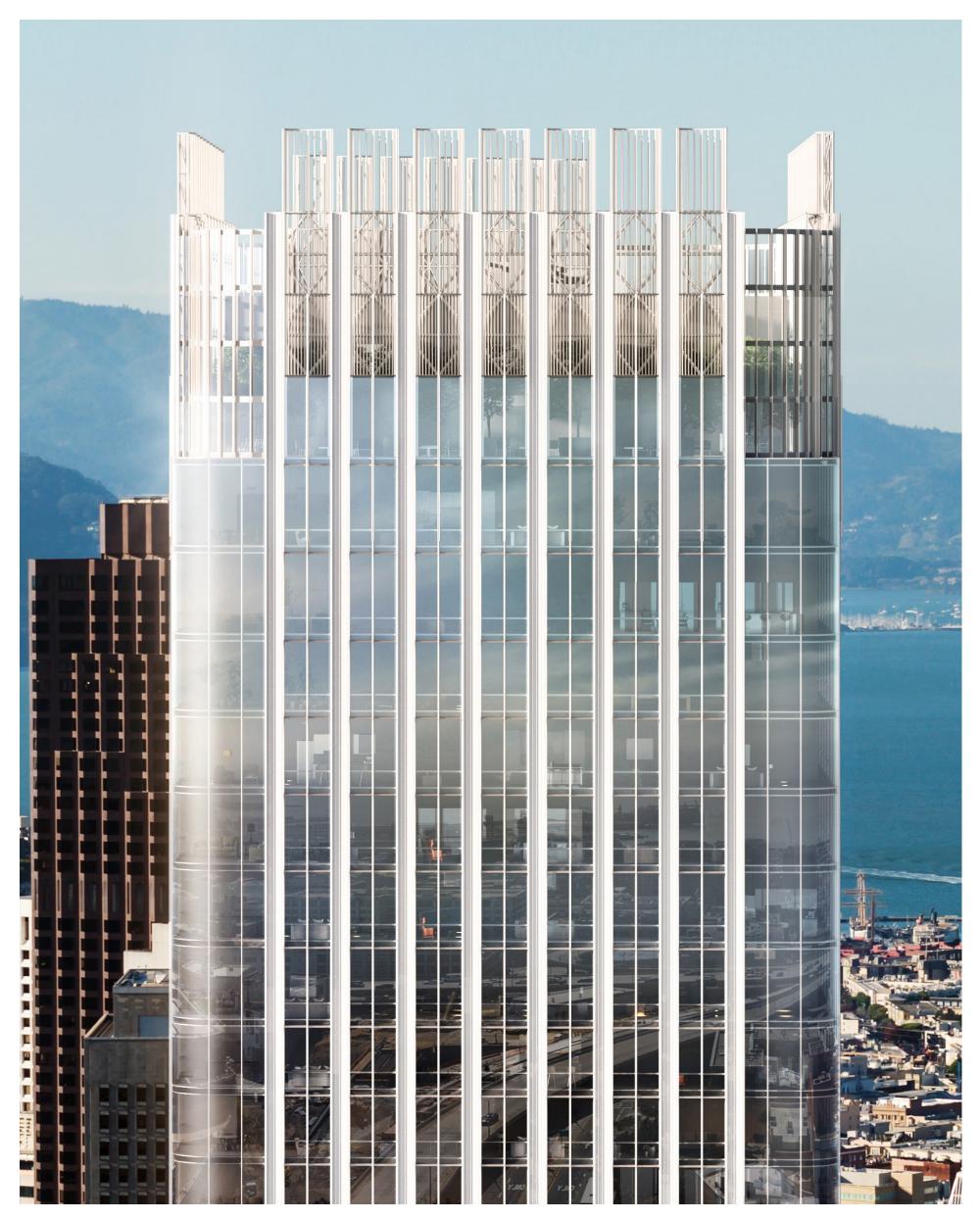
NATOMA STREET LOOKING WEST



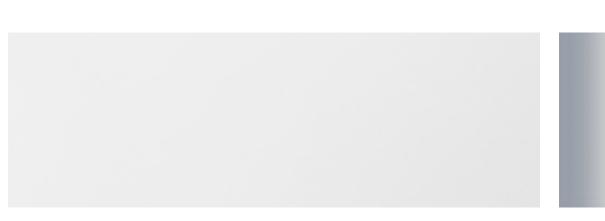
VIEW OF BRIDGE CONNECTION AT PARK LEVEL



Architectural Submittal 309 Application



TOWER



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

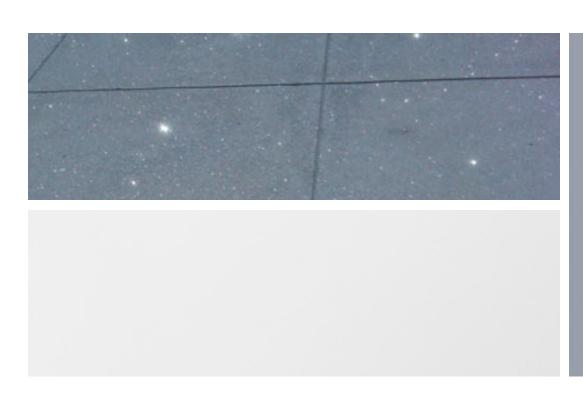
VERTICAL PIERS WITH WARM WHITE MAT FINISH PANELS

GRAY METAL TRIMS & SUNSHADES WITH A SATIN METALLIC FINISH.

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



HOWARD STREET



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

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

GRAY METAL TRIMS & SUNSHADES WITH A SATIN METALLIC FINISH.

SIDEWALK TO FOLLOW GUIDANCE ESTABLISHED BY CITY STANDARDS.

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



NATOMA STREET



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

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

METAL TRIMS & SUNSHADES ON GRAY SATIN FINISH METAL.

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

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



Parcel F Tower

542-550 Howard Street, San Francisco, CA.
Project Update (10/17/18
Hines & Urban Pacific

Pelli Clarke Pelli Architects pcparch.com

NEW HAVEN NEW YORK SAN FRANCISCO SHANGHAI TOKYO