

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Consenting to the matters under the jurisdiction of the San Francisco Municipal Transportation Agency related to the proposed Development Agreement between the City and County of San Francisco (City) and the Master Developer, Laurel Heights Partners, for the mixed-use development of the 10.25-acre site located at 3333 California Street; authorizing the Director of Transportation to execute the SFMTA Consent to the Development Agreement; adopting findings under CEQA and transportation-related mitigation and improvement measures; and approving various parking and traffic modifications related to the project on Presidio Avenue at Pine Street, on Masonic Avenue at Presidio Avenue and at Euclid Avenue, on Euclid Avenue at Masonic Avenue, on Laurel Street at Euclid Avenue and at Mayfair Drive, and at California Street at Walnut Street, and on Pine Street at Presidio Avenue.


SUMMARY:

- The Developer proposes a mixed use development project at 3333 California Street that would create residential and commercial uses, street improvements, a childcare center, and public open space.
- The Development Agreement requires the Developer to provide new transportation infrastructure, , a higher level of TDM improvements; and the reconfiguration of existing traffic slip lanes (Slip Lane Reconfiguration).
- The Project requires establishment of new Tow Away No Parking and the creation of a new crosswalk
- The proposed project is not subject to the Board of Supervisors review, as defined by [Ordinance 127-18](#).

ENCLOSURES:

1. SFMTAB Resolution
2. 3333 California Project Final Environmental Impact Report: <https://sfplanning.org/environmental-review-documents>
3. 3333 California Project Development Agreement, Exhibit J, Transportation Exhibit
4. 3333 California Project CEQA Findings, including the MMRP: http://commissions.sfplanning.org/cpcpackets/2015-014028ENVCUAPCAMAPDVA_090519.pdf

APPROVALS:

	DATE
DIRECTOR 	September 25, 2019
SECRETARY 	September 24, 2019

ASSIGNED SFMTAB CALENDAR DATE: October 1, 2019

PURPOSE

Consenting to the matters under the jurisdiction of the San Francisco Municipal Transportation Agency within the proposed Development Agreement between the City and County of San Francisco (City) and the Master Developer, Laurel Heights Partners, LLC for the mixed-use development of the 10.25-acre site located at 3333 California Street; authorizing the Director of Transportation to execute the SFMTA Consent to the Development Agreement; adopting findings under CEQA and transportation-related mitigation and improvement measures; and approving various parking and traffic modifications related to the project on Presidio Avenue at Pine Street, on Masonic Avenue at Presidio Avenue and at Euclid Avenue, on Euclid Avenue at Masonic Avenue, on Laurel Street at Euclid Avenue and at Mayfair Drive, and at California Street at Walnut Street, and on Pine Street at Presidio Avenue.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed Development Agreement supports the following goals and objectives in the SFMTA’s Strategic Plan and Transit First Policy Principles:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Transit First Policy Principles:

3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

DESCRIPTION

The 3333 California site is a 10.25-acre parcel located within the Laurel Heights neighborhood in Pacific Heights. It is bounded by California Street to the north, Presidio Avenue to the east, Masonic Avenue to southeast, Euclid Avenue to the south, and Laurel Street/Mayfair Drive to the west. The Project site had been part of the University of California San Francisco (UCSF) Laurel Heights campus, with a four-story office building, a one-story annex building, and underground and surface parking. The site is currently zoned for residential use. The Project proposes zoning changes to allow greater heights.

The Project would redevelop the subject property with a mix of residential, retail, child care, open space, and parking uses. The existing annex building, surface parking lots and ramp structures would be demolished, and the existing office building, would be partially demolished and adaptively reused for residential uses.

The Project would also construct thirteen new buildings, ranging from duplex townhouses to six-story apartment buildings, as residential-only buildings, and mixed-use buildings containing non-residential uses on the ground and second floors.

The Project proposes off-street parking ratios of one parking space per residential unit, as well as 74 spaces for retail uses, and 29 spaces for the childcare center. In accordance with best practices, the Project unbundles parking from both residential and non-residential uses.

The Project would also include streetscape and pedestrian improvements including: sidewalk expansion; creation of a new crosswalk; and installation of new street trees and street lighting on various public rights-of-way.

The following development is proposed for the site:

- 744 new housing units (25% of these will be designated as deed-restricted, on-site affordable units for low-income seniors);
- An approximately 15,000 gross square foot childcare facility (accommodating approximately 175 children);
- 35,000 gross square feet of retail space;
- 2.87 acres of new or improved public open space;
- Up to 857 off-street parking spaces, including 10 carshare spaces; and
- 762 bicycle parking space.

The California Development Agreement statute and local implementing law (California Government Code section 65864 *et seq.*, and San Francisco Administrative Code Chapter 56) authorize the City to enter into a development agreement regarding the development of real property. San Francisco's Office of Economic and Work Force Development (OEWD) in coordination with multiple city departments, including the SFMTA, has negotiated a Development Agreement with Laurel Heights Partners, LLC (the Developer) for the 3333 California Mixed Use Project.

Public Benefits:

The Office of Economic and Workforce Development and other City agencies, including the SFMTA, and the Developer have negotiated a public benefit package including:

- **Affordable Housing.** The Project would restrict 25% of all residential units built within the site as affordable to low-income senior households.
- **Open Space.** The Project would include a total of 2.87 acres of privately-owned, publicly-accessible landscaped open space with multi-purpose plazas, lawns, pathways and streetscape improvements. The project includes ADA-accessible pedestrian pathways bisecting the Project Site from north to south and from east to west to provide safe

connections to the surrounding street grid. Further, the Developer would be responsible for maintaining the privately-owned, publicly-accessible open spaces and the street improvements proposed around the perimeter of the site that will improve pedestrian safety and visibility.

- **Child Care Facility.** The Project would include a 14,665 gross square foot child care facility designated to accommodate approximately 175 children. The child care facility would serve a range of ages from infants through pre-school and would reserve 10% of its licensed seats for children of low-income families.
- **Workforce Development Program.** The Project would implement a workforce commitment program to encourage local business participation, including a Local Business Enterprise (LBE) participation goal established by the City's Contract Monitoring Division as well as participation in the City's First Source Hiring Requirements.
- **Transportation Demand Management (TDM) Plan.** The Project includes a TDM Plan that implements 75% of applicable target points, exceeding the 50% requirement otherwise required pursuant to Planning Code Section 169.3(e)(2).
- **Streetscape improvements:** new at-grade street crossing; sidewalk expansion; enhanced paving; and installation of new street trees and street lighting on various public rights-of-way.
- **Auxiliary Water Supply System (AWSS) Community Benefit Fee.** The Developer would pay a \$1,055,000 AWSS Community Benefit Fee to support the service of the Fire Department's AWSS system.

Under the terms of the Development Agreement, consent by the SFMTA Board is required for transportation-related components of the Development Agreement, including: the Transportation Exhibit (which includes the TDM Plan, Reconfiguration of Slip Lanes); and, the transportation-related CEQA mitigation measures from the Environmental Impact Report, including the Mitigation, Monitoring, and Reporting Plan (MMRP), and transportation-related improvement measures.

Transportation Exhibit

The Transportation Exhibit, attached as Exhibit J to the Development Agreement, outlines the Project's transportation commitments with regard to the Project's TDM Plan and the reconfiguration of slip lanes adjacent to the project. The SFMTA Board is being asked to consent to all of these items.

Transportation Demand Management Plan

The Transportation Demand Management Ordinance called for a phasing in of requirements, whereby project that had submitted development applications or complete environmental application before September 4, 2016 to be subject to achieving 50% of their points target through TDM measures, and projects with applications submitted between September 5, 2016 and January 1, 2018 would be subject to achieving 75% of their points target. Based on the date of the Project's application, by code it would be subject to achieving 50% of its points target. However, the Project is committing to achieving 75% of its points target. The Project's TDM Plan (Attachment 1 to Exhibit J) demonstrates how the Project will achieve these points.

The TDM Plan includes TDM measures that will be applied across the site, to benefit residents, employees, and visitors, such as bicycle parking, on-site car share, parking pricing, multi-modal wayfinding signage, on-site childcare, and real-time transit information. Additional TDM measures specifically serve site residents and retail employees including bike repair stations and maintenance services, amenities such as lockers to support delivery of items that residents might otherwise drive to pick up. Measures that specifically serve site residents include family-focused TDM, such as on-site secure spaces for strollers and cargo bikes as well as loaner cargo bikes and collapsible shopping carts, and carshare memberships.

Slip Lane Reconfiguration

A key element of the Project's Public Improvements includes the reconfiguration of existing traffic slip lanes at the intersections of Presidio Avenue and Pine Street/Masonic Avenue and at Masonic Avenue and Euclid Avenue. The proposed changes modify and expand the sidewalks around the 3333 California Street project into the area currently occupied by two channelized right turn lanes along Presidio and Masonic Avenues, and reopen the north crosswalk at the intersection of Pine Street and Presidio Avenue.

The following two channelized right turn lanes are proposed to be reconfigured:

- Southbound Presidio Avenue right turn to southbound Masonic Avenue
- Southbound Masonic Avenue right turn to westbound Euclid Avenue

This reconfiguration will help improve the safety of all road users by narrowing the roadway, which will slow drivers as they make turns, and reduce pedestrian crossing distances. The sidewalks at these two corners will be widened with sidewalk bulbouts in the footprints of the existing channelized turn lanes. In addition, the existing closed norther crosswalk crossing Presidio Avenue at Pine Street will be reopened. These proposals are consistent with the Better Streets Plan.

The sidewalks surrounding 3333 California Street will be widened with bulbouts. In addition to the reconfigured sidewalk at Presidio and Masonic Avenues and Masonic and Euclid Avenues, bulbouts are proposed to be installed at the:

- Northeast corner of the intersection of Euclid Avenue and Laurel Street;
- Northeast corner of Laurel Street and Mayfair Drive; and
- Southwest and southeast corners of California and Walnut streets.

These sidewalk bulbouts will help improve the safety of pedestrians by increasing their visibility to drivers, slowing drivers as they make turns, and reducing the crossing distance of the street.

With the Public Improvements, the slip lane areas will remain publicly accessible, but will no longer be accessible to motorized vehicles. The parties, including the SFMTA Board of Directors through its consent to the Development Agreement, agree to the slip lane and sidewalk reconfiguration concept level plans that are included as Attachment 2 in the Exhibit J.

The Developer will work with Public Works and the SFMTA to obtain all necessary review,

approvals and construction permits.

Proposed Parking and Traffic Modifications:

The proposed parking and traffic modifications are needed to support the reconfigured slip lanes and new crosswalk:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Presidio Avenue, west side, from Pine Street to 40 feet northerly.
- B. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Masonic Avenue, west side, from intersection of Presidio Avenue to 60 feet southerly.
- C. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Masonic Avenue, west side, from Euclid Avenue to 100 feet northerly.
- D. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Euclid Avenue, north side, from Masonic Avenue to 40 feet westerly.
- E. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Euclid Avenue, north side, from Laurel Street to 40 feet easterly.
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Laurel Street, east side, from Euclid Avenue to 40 feet northerly.
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Laurel Street, east side, from intersection of Mayfair Drive to 20 feet southerly.
- H. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Laurel Street, east side, from intersection of Mayfair Drive to 20 feet northerly.
- I. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: California Street, south side, from Walnut Street to 40 feet westerly.
- J. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: California Street, south side, from Walnut Street to 40 feet easterly.
- K. ESTABLISH – CROSSWALK: Pine Street, north side, crossing Presidio Avenue; and,

The above changes result in the loss of 14 existing parking spaces.

Transportation-Related CEQA Mitigation Measures from the Environmental Impact Report (EIR)

The EIR requires the Project to provide the following transportation related mitigation measures in response to impacts identified through the CEQA process (Transportation Related Mitigation Measures):

- Mitigation Measure M-TR-2: Reduce Retail Parking Supply; and
- Mitigation Measure M-TR-4: Monitor and Provide Fair-Share Contribution to Improve 43 Masonic Capacity.

To comply with M-TR-2, the Project reduced the parking supply associated with the residential uses. For M-TR-4, the Project will fund a transit study after the first phase of development, which the SFMTA will review. The study will assess ridership and capacity utilization on the 43 Masonic line at the maximum AM load peak point. If the capacity utilization exceeds 85 percent, the Project will pay a fair share contribution to expand capacity on that line.

The Project's EIR also identified Transportation-Related Improvement Measures. While not required to reduce significant environmental impacts, SFMTA staff recommend that the

Developer's commitment to these improvement measures be conditions of SFMTA's approval to improve transportation-related aspects of the Project. These improvement measures have also been required by the Planning Commission as part of the conditional use approval for the Project. Transportation-Related Improvement Measures include:

- Improvement Measure I-TR-1: Project Construction Updates;
- Improvement Measure I-TR-3: Driveway Queue Abatement;
- Improvement Measure I-TR-9a: Schedule and Coordinate Deliveries; and,
- Improvement Measure I-TR-9b: Monitor Loading Activity and Implement Loading Management Strategies as Needed.

The Improvement Measures require regular updates to neighborhood residents and businesses about construction activities and impact on travel lanes and parking (I-TR-1), that the Project monitor and ensure that garage access queuing does not back up into the public right of way (I-TR-3), that the Project's TDM Coordinator work with delivery providers and tenants to schedule and coordinate deliveries (I-TR-9a), and that the Project will monitor loading supply and expand it if needed (I-TR-9b).

The MMRP articulates specific implementation, monitoring, and reporting requirements associated with these measures. The SFMTA generally plays a monitoring role for the Transportation Related Mitigation Measures, and is responsible for implementation of the capacity associated with the transit capacity funded by the Developer.

STAKEHOLDER ENGAGEMENT

The Developer initiated community and stakeholder engagement in connection with the Project in 2015. Over the past four years, the Developer's project team has held 150 community engagement meetings with neighbors in the surrounding neighborhood. Input from neighborhood groups and stakeholders on transportation issues has informed the project proposal with regard to loading and parking. The District Supervisor, Catherine Stefani, supports this project and is sponsoring the project related legislation at the Board of Supervisors.

Primary issues raised by neighbors and stakeholders during project outreach included: broad support for the amount of residential dwelling units, concerns about the retail and its impact on the traffic and potential competition with Laurel Village, feedback on construction duration, support for the childcare center, and concern about the existing building being a historic resource.

While the curb changes would normally go to an SFMTA Engineering Hearing and not to the SFMTA Board of Directors for action, since the Project's transportation related elements are being considered by the SFMTA Board of Directors, this meeting is also serving as the hearing for the parking and traffic modifications related to the curb changes that will enable the slip lane reconfigurations and associated sidewalk improvements. These changes were duly posted following SFMTA posting guidelines.

ALTERNATIVES CONSIDERED

PAGE 8.

The Project is a mixed-use development project and not specifically a transportation project, although it includes mitigation measures and public benefits that are transportation-related. Alternatives to the Project were analyzed in the Environmental Impact Report.

FUNDING IMPACT

The 2015 Transportation Sustainability Fee legislation established fee rates for development projects. 3333 California's TSF will amount to about \$10.5 million over the phases of the project; per the Transportation Sustainability Fee Ordinance, fees will be paid upon City issuance of a first construction documents for specific phases or buildings. If the Project's required transit capacity study identifies an impact on the 43 Masonic, the Project will pay a fair share contribution for expanding capacity.

Through the terms of the Development Agreement, the SFMTA will recover costs associated with staff review of the horizontal infrastructure.

ENVIRONMENTAL REVIEW

On September 5, 2019, in Motion No. 20512, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for 3333 California (Case No. 2015-014028ENV) (Project). On that same date, in Motion No. 20513 the San Francisco Planning Commission adopted California Environmental Quality Act (CEQA) Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring, and Reporting Plan (MMRP). As part of this item, the SFMTA Board adopts the CEQA findings as its own and adopts transportation-related Mitigation Measures and Improvement Measures (M-TR-2: Reduce Retail Parking Supply, M-TR-4: Monitor and Provide Fair-Share Contribution to Improve 43 Masonic Capacity, I-TR-1: Project Construction Updates, I-TR-3: Driveway Queue Abatement, I-TR-9a: Schedule and Coordinate Deliveries, and I-TR-9b: Monitor Loading Activity and Implement Loading Management Strategies as Needed).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The Project has been reviewed by the Planning Commission. The Public Utilities Commission will consider approval of issues under its jurisdiction. The Board of Supervisors will consider approval of the DA and associated Planning Code amendments.

The proposed Project is not subject to the Board of Supervisors review, as defined by [Ordinance 127-18](#), because all of the parking and traffic modifications are directly related to a Development Application.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors consent to the matters under the jurisdiction of the San Francisco Municipal Transportation Agency within the proposed Development Agreement between the City and County of San Francisco (City) and the Master Developer, Laurel Heights Partners, LLC for the mixed-use development of the 10.25-acre site located at 3333 California Street; authorize the Director of Transportation to execute the SFMTA Consent to the Development Agreement; adopting findings under CEQA and transportation-related mitigation and improvement measures; and approve various parking and traffic modifications related to the project on Presidio Avenue at Pine Street, on Masonic Avenue at Presidio Avenue and at Euclid Avenue, on Euclid Avenue at Masonic Avenue, on Laurel Street at Euclid Avenue and at Mayfair Drive, and at California Street at Walnut Street, and on Pine Street at Presidio Avenue.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, California Government Code section 65864 *et seq.* (the Development Agreement Statute) and San Francisco Administrative Code Chapter 56 authorize the City to enter into a development agreement regarding the development of real property; and,

WHEREAS, Under San Francisco Administrative Code Chapter 56, Laurel Heights Partners, LLC. (Developer) filed an application with the City's Planning Department for approval of a development agreement (Development Agreement) relating to the 3333 California Street Development Project, a 10.25-acre mixed-use project; and,

WHEREAS, The City and Developer negotiated the Development Agreement, which would authorize Developer to proceed with the 3333 California Project in exchange for its delivery of various public benefits; and,

WHEREAS, The 3333 California project would create up to 744 new housing units, 25% of which would be permanently below market rate for low-income seniors, a 15,000 gross square foot child-care center, up to 35,000 gross square feet of retail space, and would create or improve 2.87 acres of public open space; and,

WHEREAS, The Project will implement street improvements that enhance pedestrian safety; and,

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows to support the street improvements:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Presidio Avenue, west side, from Pine Street to 40 feet northerly.
- B. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Masonic Avenue, west side, from intersection of Presidio Avenue to 60 feet southerly.
- C. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Masonic Avenue, west side, from Euclid Avenue to 100 feet northerly.
- D. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Euclid Avenue, north side, from Masonic Avenue to 40 feet westerly.
- E. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Euclid Avenue, north side, from Laurel Street to 40 feet easterly.
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Laurel Street, east side, from Euclid Avenue to 40 feet northerly.
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Laurel Street, east side, from intersection of Mayfair Drive to 20 feet southerly.

- H. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: Laurel Street, east side, from intersection of Mayfair Drive to 20 feet northerly.
- I. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: California Street, south side, from Walnut Street to 40 feet westerly.
- J. ESTABLISH – TOW AWAY NO STOPPING ANYTIME: California Street, south side, from Walnut Street to 40 feet easterly.
- K. ESTABLISH – CROSSWALK: Pine Street, north side, crossing Presidio Avenue; and,

WHEREAS, The Developer has developed and will implement a Transportation Demand Management Plan that exceeds the project’s requirements within the Planning Code; and,

WHEREAS, Under the terms of the Development Agreement, the Developer will pay the Transportation Sustainability Fee, which the SFMTA will expend in accordance with San Francisco Planning Code Section 411A.7 to address the impacts of development on the City's transportation system, including projects that expand the transportation system’s connectivity, reliability, and capacity; and,

WHEREAS, On September 5, 2019, the San Francisco Planning Commission, in Motion No. 20512, certified the 3333 California Project (Case No 2015-014028ENV) Final Environmental Impact Report (FEIR); on that same date, in Motion No. 20513 the San Francisco Planning Commission adopted California Environmental Quality Act (CEQA) Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP) (collectively, the 3333 California CEQA Findings); and,

WHEREAS, Since that time, there have been no changes to the 3333 California Project, changes to the circumstances under which the project will be undertaken, or substantial new information that would trigger the need for a subsequent environmental impact report; and,

WHEREAS, A copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, Exhibit J to the Development Agreement includes a Transportation Exhibit, which includes the Transportation Demand Management Plan and a Slip Lane Reconfiguration; and,

WHEREAS, Schedule 1 in the Development Agreement includes Applicable Impact Fees and Exactions, including the Transportation Sustainability Fee; now, therefore be it

RESOLVED, That the SFMTA Board of Directors has reviewed the Final Environmental Impact Report (FEIR) for the Project and finds that the FEIR is adequate for its uses the decision-making body for the actions taken herein, does hereby adopt the California Environmental Quality Act Findings set forth in Planning Commission Motion No. 20513, including the statement of overriding consideration, as its own and adopts the Mitigation Monitoring and Reporting Program items related to transportation and circulation (M-TR-2:

Reduce Retail Parking Supply, M-TR-4: Monitor and Provide Fair-Share Contribution to Improve 43 Masonic Capacity, I-TR-1: Project Construction Updates, I-TR-3: Driveway Queue Abatement, I-TR-9a: Schedule and Coordinate Deliveries, and I-TR-9b: Monitor Loading Activity and Implement Loading Management Strategies as Needed), which are incorporated into this Resolution by this reference; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors does hereby consent to the 3333 California Project Development Agreement, including its exhibits containing the Transportation Exhibit, substantially in the form and terms as outlined in the Development Agreement with respect to the items under the SFMTA's jurisdiction, and be it

FURTHER RESOLVED, That the SFMTA Director of Transportation is authorized to execute the SFMTA Consent to the Development Agreement; pending approval by the Board of Supervisors; and, be it

FURTHER RESOLVED, That, by consenting to the SFMTA matters in the Development Agreement between the City and the Developer, the SFMTA Board of Directors does not intend to in any way limit, waive or delegate the exclusive authority of the SFMTA; and, be it

FURTHER RESOLVED, That, subject to appropriation of any necessary funds, the Board of Directors authorizes the Director of Transportation to take any and all steps (including, but not limited to, the execution and delivery of any and all agreements, notices, consents and other instruments or documents) necessary, in consultation with the City Attorney, to consummate and perform SFMTA obligations under the Development Agreement, or otherwise to effectuate the purpose and intent of this Resolution; and, be it

FURTHER RESOLVED, That the approval under this Resolution shall take effect upon the effective date of the Board of Supervisors legislation approving the 3333 California Development Agreement.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 1, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

DA EXHIBIT J

TRANSPORTATION EXHIBIT

to

DEVELOPMENT AGREEMENT

(3333 California)

This Transportation Exhibit outlines the Project's transportation commitments in two areas: (i) the Transportation Demand Management Plan and (ii) the reconfiguration of two slip lanes.

1. Transportation Demand Management Plan

The Developer shall implement a site-specific Transportation Demand Management Plan included as Attachment 1 to this exhibit. While the Project would be subject to Planning Code Section 169.3(e)(1) and required to implement 50% of applicable target points, the Developer commits through this Agreement, to be subject to Planning Code Section 169.3(e)(2) and to implement 75% of applicable target points. Otherwise, the Project remains subject to all of the provisions of Planning Code Section 169 et seq.

2. Reconfiguration of Slip Lanes

A key element of the Project's Public Improvements includes the reconfiguration of existing traffic slip lanes at the intersections of Presidio Avenue and Pine Street/Masonic Avenue and at Masonic Avenue and Euclid Avenue. These Public Improvements consist of bulb outs and other sidewalk improvements where two separate slip lanes are currently located. With the Public Improvements, the slip lane areas will remain publicly accessible, but will no longer be accessible to motorized vehicles. The parties, including the SFMTA Board of Directors through its consent to the Development Agreement, agree to the slip lane and sidewalk reconfiguration concept level plans that are included as Attachment 2 to this Exhibit. The Developer will work with DPW and SFMTA to obtain all necessary review, approvals and construction permits.

Attachment 1
Transportation Demand Management Plan

[see Schedule Q-1 attached]

Schedule Q-1 TDM Plan

TDM PLAN WORKSHEET

Target: 75%

Category	Measure	Points	Land Use Category			
			A Retail	B Office	C Residential	D Other
ACTIVE-1	Improve Walking Conditions: Option A ; or	1	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 1	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Improve Walking Conditions: Option B	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
ACTIVE-2	Bicycle Parking: Option A ; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Bicycle Parking: Option B ; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Bicycle Parking: Option C ; or	3	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/>
	Bicycle Parking: Option D	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
ACTIVE-3	Showers and Lockers	1	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
ACTIVE-4	Bike Share Membership: Location A ; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Bike Share Membership: Location B	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
ACTIVE-5A	Bicycle Repair Station	1	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	<input type="checkbox"/> <input checked="" type="checkbox"/>
ACTIVE-5B	Bicycle Maintenance Services	1	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	<input type="checkbox"/> <input checked="" type="checkbox"/>
ACTIVE-6	Fleet of Bicycles	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	<input type="checkbox"/> <input checked="" type="checkbox"/>
ACTIVE-7	Bicycle Valet Parking	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
CSHARE-1	Car-share Parking and Membership: Option A ; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Car-share Parking and Membership: Option B ; or	2	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/>
	Car-share Parking and Membership: Option C ; or	3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Car-share Parking and Membership: Option D ; or	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Car-share Parking and Membership: Option E	5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
DELIVERY-1	Delivery Supportive Amenities	1	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	<input type="checkbox"/> <input checked="" type="checkbox"/>
DELIVERY-2	Provide Delivery Services	1	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
FAMILY-1	Family TDM Amenities: Option A ; and/or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>
	Family TDM Amenities: Option B	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>
FAMILY-2	On-site Childcare	2	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/>
FAMILY-3	Family TDM Package	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
HOV-1	Contributions or Incentives for Sustainable Transportation: Option A ; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Contributions or Incentives for Sustainable Transportation: Option B ; or	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Contributions or Incentives for Sustainable Transportation: Option C ; or	6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Contributions or Incentives for Sustainable Transportation: Option D	8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
HOV-2	Shuttle Bus Service: Option A ; or	7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Shuttle Bus Service: Option B	14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>

- = applicable to land use category.
- = applicable to land use category, see fact sheets for further details regarding project size and/or location.
- = applicable to land use category only if project includes some parking.
- = not applicable to land use category.
- = project sponsor can select these measures for land use category D, but will not receive points.

NOTE: Please tally the points on the next page.

NOTE: A project sponsor can only receive up to 14 points between HOV-2 and HOV-3.

Category	Measure	Points	Land Use Category			
			A Retail	B Office	C Residential	D Other
HOV-3	Vanpool Program: Option A; or	1	Ⓟ	Ⓟ	⊘	○
	Vanpool Program: Option B; or	2	Ⓟ	Ⓟ	⊘	○
	Vanpool Program: Option C; or	3	Ⓟ	Ⓟ	⊘	○
	Vanpool Program: Option D; or	4	Ⓟ	Ⓟ	⊘	○
	Vanpool Program: Option E; or	5	Ⓟ	Ⓟ	⊘	○
	Vanpool Program: Option F; or	6	Ⓟ	Ⓟ	⊘	○
	Vanpool Program: Option G	7	Ⓟ	Ⓟ	⊘	○
INFO-1	Multimodal Wayfinding Signage	1	Ⓟ 1	Ⓟ 1	Ⓟ 1	Ⓟ
INFO-2	Real Time Transportation Information Displays	1	Ⓟ 1	Ⓟ 1	Ⓟ 1	Ⓟ
INFO-3	Tailored Transportation Marketing Services: Option A; or	1	Ⓟ	Ⓟ	Ⓟ	○
	Tailored Transportation Marketing Services: Option B; or	2	Ⓟ	Ⓟ	Ⓟ 2	○
	Tailored Transportation Marketing Services: Option C; or	3	Ⓟ 3	Ⓟ	Ⓟ	○
	Tailored Transportation Marketing Services: Option D	4	Ⓟ	Ⓟ	Ⓟ	○
LU-1	Healthy Food Retail in Underserved Area	2	Ⓟ	⊘	⊘	⊘
LU-2	On-site Affordable Housing: Option A; or	1	⊘	⊘	Ⓟ	⊘
	On-site Affordable Housing: Option B; or	2	⊘	⊘	Ⓟ 2	⊘
	On-site Affordable Housing: Option C; or	3	⊘	⊘	Ⓟ	⊘
	On-site Affordable Housing: Option D	4	⊘	⊘	Ⓟ	⊘
PKG-1	Unbundle Parking: Location A; or	1	Ⓟ Ⓟ	Ⓟ Ⓟ	Ⓟ Ⓟ	○
	Unbundle Parking: Location B; or	2	Ⓟ Ⓟ	Ⓟ Ⓟ	Ⓟ Ⓟ	○
	Unbundle Parking: Location C; or	3	Ⓟ Ⓟ	Ⓟ Ⓟ	Ⓟ Ⓟ	○
	Unbundle Parking: Location D; or	4	Ⓟ Ⓟ 4	Ⓟ Ⓟ 4	Ⓟ Ⓟ 4	○
	Unbundle Parking: Location E	5	Ⓟ Ⓟ	Ⓟ Ⓟ	Ⓟ Ⓟ	○
PKG-2	Parking Pricing	2	Ⓟ 2	Ⓟ	⊘	○
PKG-3	Parking Cash Out: Non-residential Tenants	2	Ⓟ	Ⓟ	⊘	○
PKG-4	Parking Supply: Option A; or	1	Ⓟ	Ⓟ	Ⓟ	Ⓟ
	Parking Supply: Option B; or	2	Ⓟ	Ⓟ	Ⓟ	Ⓟ
	Parking Supply: Option C; or	3	Ⓟ	Ⓟ	Ⓟ	Ⓟ
	Parking Supply: Option D; or	4	Ⓟ	Ⓟ	Ⓟ	○
	Parking Supply: Option E; or	5	Ⓟ	Ⓟ	Ⓟ	○
	Parking Supply: Option F; or	6	Ⓟ	Ⓟ	Ⓟ	○
	Parking Supply: Option G; or	7	Ⓟ	Ⓟ	Ⓟ	○
	Parking Supply: Option H; or	8	Ⓟ	Ⓟ	Ⓟ	○
	Parking Supply: Option I; or	9	Ⓟ	Ⓟ	Ⓟ	○
	Parking Supply: Option J; or	10	Ⓟ	Ⓟ	Ⓟ	○
	Parking Supply: Option K	11	Ⓟ	Ⓟ	Ⓟ	○

- Ⓟ = applicable to land use category.
- Ⓜ = applicable to land use category, see fact sheets for further details regarding project size and/or location.
- Ⓟ = applicable to land use category only if project includes some parking.
- ⊘ = not applicable to land use category.
- = project sponsor can select these measures for land use category D, but will not receive points.

	Land Use Category Totals			
	A Retail	B Office	C Residential	D Other
Point Subtotal from Page 1:	13	5	14	
Point Subtotal from Page 2:	11	6	10	
Totals:	24	11	24	

Note: Childcare TDM points listed under office.

Cell is automatically filled out based on response elsewhere.
 Fillable cell.

Site Information	
Case No.	2015-014028ENV
Street Address of Project	3333 California Street (REVISED PROJECT)
Cross Streets	California Street / Presidio Avenue, Euclid Avenue / Masonic Avenue
Zip Code	94118
Assessors Block/Lot	1032/003
Lot Area (SQ.FT)	447,361
Use District	RM-1, Residential - Mixed, Low Density
Height/Bulk District	40-X
Community Plan (IF ANY)	None
Transportation Analysis Zone Number (click hyperlink)	709

Project Characteristics - Land Use Category A (Retail Type)	
Specify Use(s)	Retail & Restaurant
Gross Floor Area (square footage)	34,496
Occupied Floor Area ² (square footage)	34,496
Accessory Parking Spaces	74
TARGET ⁴	32

75% Target = 24 points

Project Characteristics - Land Use Category B (Office Type)	
Specify Use(s)	Childcare (14,665)
Gross Floor Area (square footage)	14,665
Occupied Floor Area ² (square footage)	14,665
Accessory Parking Spaces	29
TARGET ⁴	14

75% Target = 11 points

Project Characteristics - Land Use Category C (Residential Type)	
Dwelling Units and Bedrooms in Group Housing ²	744
% of Two-Bedrooms	63%
% On-site Affordable Housing (Income > 55 ≤ 80%) ³	0%
% On-site Affordable Housing (Income ≤ 55%) ³	0%
Accessory Parking Spaces	744
TARGET ⁴	32

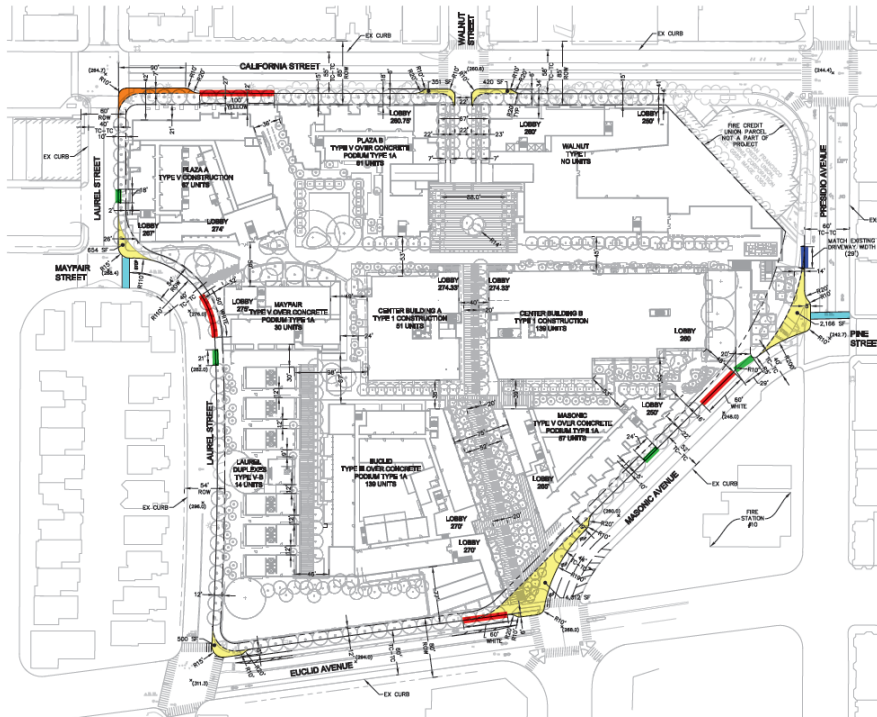
75% Target = 24 points

Project Characteristics - Land Use Category D (Other)	
Specify Use(s)	None
Gross Floor Area (square footage)	0
Occupied Floor Area ² (square footage)	0
Accessory Parking Spaces	0
TARGET ⁴	0

1. Less than 10,000 square feet (25,000 square feet for a change of use) is not subject to TDM Program.
 2. Less than 10 dwelling units or beds is not subject to TDM Program.
 3. 100% Affordable Housing projects are not subject to TDM Program.
 4. Phase-In. Development Projects with a Development Application filed or Environmental Evaluation Application deemed complete on or before September 4, 2016 shall be subject to 50% of the target; Development Projects with a Development Application filed on or after September 5, 2016, and before January 1, 2018, shall be subject to 75% of the target; Development Projects with Development Application filed on or after January 1, 2018 shall be subject to 100% of the target.

Attachment 2

Proposed Site Plans and Horizontal Control Plan



50 0 50 100

LEGEND:

- NEW DRIVEWAY CURB CUT FOR CITY STANDARD PLANS AND SPEC. DET. 36.03
- EX. DRIVEWAY TO BE MODIFIED WITH NEW DRIVEWAY CURB CUT CROSSING
- PROPOSED LOADING ZONE
- AREA OF STREET RECONFIGURATION (EX. CURB TO PR. CURB)
- APPROVED TRANSIT BUS TO BE CONSIDERED
- EX. PROPOSED CURB RAMP

NOTE

PROPOSED CURB MODIFICATIONS SHOWN ON THE INTERSECTIONS OF FIRE STATION AND MARSHALL BLVD. IT COULD MAY REQUIRE ADDITIONAL INTERSECTIONS, SUCH AS SIGNAL, STREET LIGHT, AND/OR MEDIAN SIGNAL. MODIFICATIONS NOT IDENTIFIED IN THIS PLAN.

3333 CALIFORNIA STREET SAN FRANCISCO, CA

PROPOSED SITE PLAN AND HORIZONTAL CONTROL PLAN



02.22.2019
PLANNING APPLICATION SUBMITAL

C2.02



3333 CALIFORNIA STREET SAN FRANCISCO, CA

ENLARGED PLAN - PINE STREET STEPS STREETScape IMPROVEMENTS

skis JAMES CORNER FIELD OPERATIONS MS LA ARUP BAR architects JENSEN SCP

02.22.2019 PLANNING APPLICATION SUBMITTAL

L2.03



3333 CALIFORNIA STREET SAN FRANCISCO, CA

ENLARGED PLAN - CORNER PLAZA STREETScape IMPROVEMENTS

skis JAMES CORNER FIELD OPERATIONS MS LA ARUP BAR architects JENSEN SCP

02.22.2019 PLANNING APPLICATION SUBMITTAL

L2.04