MEMORANDUM

TO: Community Investment and Infrastructure Commissioners

FROM: Tiffany Bohee
Executive Director

SUBJECT: Workshop on the Transbay Redevelopment Project Area, including its enforceable obligations under State law; Transbay Redevelopment Project Area

EXECUTIVE SUMMARY

The purpose of this memorandum is to provide the Commission with background on the Transbay Redevelopment Project Area (“Project Area”). The Redevelopment Dissolution Law and Ordinance No. 215-12 (Oct. 4, 2012) authorizes the Successor Agency to the San Francisco Redevelopment Agency (“Successor Agency”) to implement pre-existing enforceable obligations approved under the Redevelopment Plan for the Project Area (“Redevelopment Plan”). The Redevelopment Plan goals include development of: 1) a new, multi-modal Transbay Transit Center (“TTC”) and related public infrastructure; 2) a new, transit-oriented neighborhood on approximately 10 acres of publicly-owned property, most of which was formerly owned by the State of California (“State”); and 3) approximately 1,200 affordable housing units, which is estimated to be 35 percent of the new residential units constructed in the Project Area.

The Transbay Joint Powers Authority (“TJPA”) is responsible for planning, constructing and eventually operating the new TTC. The TJPA is composed of three separate local governmental entities working under a joint exercise of powers agreement: the City and County of San Francisco (“City”), the Alameda-Contra Costa Transit District (“AC Transit”), and the Peninsula Corridor Joint Powers Board. The Successor Agency is charged with implementing the Redevelopment Plan pursuant to enforceable obligations, including: 1) the 2008 Tax Increment and Sales Proceeds Pledge Agreement between the Successor Agency, the City and the TJPA (“Pledge Agreement”), which irrevocably commits tax increment from formerly State-owned parcels to the TTC; 2) the 2006 Transbay Redevelopment Project Implementation Agreement between the Successor Agency and the TJPA (“Implementation Agreement”), which requires the Successor Agency to prepare and sell, with TJPA reimbursement of staff costs, the formerly State-owned parcels and to construct and fund new infrastructure improvements (such as parks and streetscapes) and affordable housing obligations; and 3) AB 812 (codified in Section 5027.1 of the California Public Resources Code), which mandates that 25 percent of the residential units developed in the Project Area shall be available to low-income households and an additional 10 percent shall be available to moderate-income households. The scope of the Agency’s authority under these enforceable obligations is currently being reviewed by the California Department of Finance (“DOF”).

Pursuant to the Implementation Agreement, the former San Francisco Redevelopment Agency (“Redevelopment Agency”) and the Successor Agency have issued requests for
proposals ("RFPs") for several formerly State-owned parcels to select developers for market-rate and affordable housing projects. The most recent selection was the development team of Golub Real Estate Corp. ("Golub") and Mercy Housing California ("Mercy") for a market-rate and affordable housing development on Blocks 6/7. The staff is working with the development team to prepare a schematic design and a disposition and development agreement ("DDA") for the Commission’s consideration at a future meeting. Also, the staff of the Successor Agency issued an RFP for Block 9 in September 2012 and is completing its review of the three proposals that were received.

PROJECT AREA DESCRIPTION

Overview

In 2005, the Board of Supervisors initially adopted the Redevelopment Plan for the Project Area, which consists of 40 acres in Downtown San Francisco’s Financial District, including the new TTC and 10 acres of publically-owned property, most of which was formerly owned by the State. Most of the formerly State-owned parcels are part of the former Embarcadero Freeway, which was demolished after the 1989 Loma Prieta Earthquake. The Redevelopment Plan designated most of the formerly State-owned parcels as part of Zone 1 of the Project Area and provided the former Redevelopment Agency with final land use authority over projects in that area. The Redevelopment Plan designated the remaining area as Zone 2 and provided the Planning Department, relying on the City’s Planning Code, with land use authority over projects with the exception of the TTC itself, which remained subject to TJPA approval. Under Redevelopment Dissolution Law and Ordinance No. 215-12, the Successor Agency assumed the land use authority for Zone 1 projects.

The Redevelopment Plan for the Project Area has three primary goals:

- Construct the new, multi-modal TTC on the site of the former Transbay Terminal and a rail extension from the current Caltrain station at Fourth and King Streets to the new TTC ("Downtown Extension"). The TJPA is responsible for planning, constructing and eventually operating the new TTC.
- Develop a new, transit-oriented neighborhood on approximately 10 acres of publically-owned property, most of which was formerly owned by the State, including more than 3,000 new residential units and 3 million square feet of new commercial space as well as new parks, plazas, streetscapes, and related improvements.
- Ensure that 35 percent of the new residential units constructed in the Project Area are affordable to low- and moderate-income households.

The Redevelopment Plan authorizes the transformation of the Project Area into a new, mixed-use neighborhood surrounding a state-of-the-art, multi-modal transit station. The TJPA is responsible for constructing, owning and operating the new TTC, which is currently under construction and scheduled to be completed in 2017. The TTC will be a modern transit hub accommodating regional bus, light rail, and future high-speed rail service throughout the Bay Area and California. The TJPA is also facilitating the development of a signature, 1,070-foot,
1.35-million-square-foot commercial tower adjacent to the new TTC on Parcel T, which is in Zone Two and received final approval from the San Francisco Planning Commission in 2012.

The Successor Agency is responsible for facilitating development on the remaining publicly-owned parcels within the project area, which is shown on the map in Attachment 1. All of the formerly State-owned parcels have been transferred to the City and the TJPA pursuant to the 2003 Cooperative Agreement between the State, the City and the TJPA ("Cooperative Agreement"). Under the Implementation Agreement, the Successor Agency is responsible for preparing and selling the publicly-owned parcels and also for planning and constructing a wide range of infrastructure improvements in the project area, including new public parks, new pedestrian-oriented alleys, and widened sidewalks. Folsom Street, which forms the southern boundary of the project area, will become a new neighborhood “boulevard” for Transbay and Rincon Hill to the south, with widened sidewalks and ground-floor retail to activate them.

The Transbay Citizens Advisory Committee ("CAC") provides community input on all aspects of the implementation of the Redevelopment Plan. The CAC reviews development proposals, infrastructure plans, contracts and agreements at monthly meetings. The members of the CAC include neighborhood residents and representatives of local and national organizations. The CAC was originally formed in 1993 and has met regularly since then, including during the adoption process for the Redevelopment Plan. CAC members are appointed by the Mayor.

The Redevelopment Plan and the Pledge Agreement strictly define how tax increment funding generated within the Project Area shall be allocated. All net tax increment (after statutory pass-throughs and the affordable housing funding) generated by the parcels in the Project Area that were formerly owned by the State ("State Parcel Net Tax Increment") will be transferred to the TJPA to use for the design and construction of the TTC, including the Downtown Extension. All other tax increment generated within the Project Area ("Non-State Parcel Tax Increment") shall be used to fund the Successor Agency’s other obligations, including major infrastructure improvements and the 35 percent affordable housing requirement.

The land use plan for the Project Area includes two zones, with mostly residential development programmed for Zone One, which is under the land use jurisdiction of the Successor Agency, and commercial development on the publicly-owned parcels (Parcels T and F) in Zone Two, which is under the land use jurisdiction of the City, through the San Francisco Planning Code. The map in Attachment 1 shows the zoning for the Project Area, including the approved height limits and proposed open spaces.

**Transbay Transit Center**

The new TTC will be built on the site of the former Transbay Terminal and will serve 11 transportation systems: AC Transit, BART, Caltrain, Golden Gate Transit, Greyhound, Muni, SamTrans, WestCAT Lynx, Amtrak, Paratransit and future High Speed Rail from San Francisco to Los Angeles/Anaheim. The new bus and rail facility will include ground-floor retail on Natoma, Minna and Mission Streets, public art space inside the TTC, and a 5.4-acre rooftop public park. The first phase of the project will create the new TTC with one above-grade bus

---

1 In addition to these formerly State-owned parcels, the Successor Agency owns a parcel on Block 1.
level, a concourse, and two below-grade rail levels for Caltrain and future high-speed rail. “Phase 1” will also create new bus ramps that will connect the TTC to a new off-site bus storage facility and the San Francisco-Oakland Bay Bridge.

Phase 1 of the TTC is fully funded. The TTC has been under construction since 2010 and is scheduled to be open for bus operations in 2017. A Temporary Terminal was constructed between Folsom, Howard, Main and Beale Streets to accommodate bus operations while the new TTC is under construction. The total cost of Phase 1 is $1.589 billion and funding has been secured from a variety of sources, including land sales and tax increment revenue from the formerly State-owned parcels in the Project Area. Phase 1 is currently under construction and more than $700 million has been spent by the TJPA to date. Phase 2 of the TTC consists of the improvements necessary to extend the existing Caltrain rail line that terminates at Fourth and King Streets to the new rail station at the TTC. The current cost estimate for Phase 2 is $2.5 billion.

One of the most unique features of the new facility is “City Park,” a 5.4-acre public park that will sit atop the new Transit Center and feature a wide range of activities and amenities, including a walking trail, vegetation gardens, lush landscape, lily ponds, an outdoor amphitheatre as well as several retail attractions. In addition to being a generous amenity for the Transbay neighborhood, City Park will double as a “green roof” for the TTC, one of the many environmentally-friendly building features, including climate appropriate plants and efficient irrigation and drainage systems. The green roof will shade much of the ground-level sidewalk when the sun is strongest and will serve as a way of reducing the urban heat island effect of the area thus contributing to lower cooling loads, both for the new TTC and its neighbors. As a biological organism itself, the park will help to capture and filter the exhaust in the area and help to improve the air quality of the neighborhood.

Pelli Clarke Pelli Architects (“PCPA”) is the lead architect for both the TTC the commercial tower on Parcel T adjacent to the TTC. PCPA was selected to design both projects as part of the 2007 Transbay Transit Center and Tower Design Competition, which was lead by the TJPA. Under state law, the TJPA has approval authority over the design of the TTC. Nonetheless, the staff of the former Redevelopment Agency reviewed and commented on the design and participated in the 2007 competition process. PCPA and the TJPA also presented the TTC design to the Redevelopment Agency Commission in April 2009.

**Transbay Neighborhood Planning**

The Project Area will be transformed into a new, transit-oriented neighborhood through the development of approximately 10 acres of publicly-owned land, most of which was formerly owned by the State. When completed, this new neighborhood will accommodate a mix of uses and building types, including new high-rise commercial and residential towers, new podium and mid-rise residential buildings, and low-rise townhouses along new pedestrian-oriented alleyways. The Project Area embodies a balanced approach to density, with new towers spaced apart to protect views and allow sunlight to reach the new parks and streetscapes. The vision for the new neighborhood was originally conceived in the 2003 Transbay Redevelopment Project Area Design for Development (“D4D”), which was produced by the architecture firm Skidmore, Owings & Merrill under contract with the Redevelopment Agency. In 2004, the D4D won with
the Urban Design Award by the San Francisco Chapter of the American Institute of Architects. In 2005, the D4D won the Award for Outstanding Planning from Northern California Section of the American Planning Association. The vision contained in the D4D was the basis for the zoning that was adopted for the Project Area by the Redevelopment Agency Commission and the City.

The development of the Project Area is governed by the Redevelopment Plan, the Transbay Redevelopment Project Area Development Controls and Design Guidelines ("DCDG"), and the San Francisco Planning Code ("Planning Code"). The Project Area is divided into two zones, as shown on the map in Attachment 1 and described below:

- **Zone One** is under the jurisdiction of the Successor Agency and is governed by the Redevelopment Plan and the DCDG. Most of the publicly-owned parcels in the Project Area are in Zone One. Zone One is zoned almost entirely for residential development and will eventually accommodate more than 3,000 new residential units, including more than 1,000 affordable housing units. One parcel, Block 5, is zoned for either residential or commercial development and is currently projected to be developed as a 750,000-square-foot commercial office building.

- **Zone Two** is under the jurisdiction of the City and is governed by the Planning Code. The 2012 Transit Center District Plan rezoned all of Zone Two, as well as some surrounding areas, for very high-density commercial development. There are two major publicly-owned parcels in Zone Two, Parcels F and T, both of which are currently projected to be high-rise commercial towers, with a small portion of the Parcel F tower projected to be residential. Together, these two parcels will eventually accommodate approximately 2.2 million square feet of office development, plus about 100 residential units on Parcel F.

The Redevelopment Plan provides broad goals and objectives for the Project Area, while the DCDG and the Planning Code provide legislated development requirements and urban design recommendations that apply to all development within the Project Area. In Zone One, the DCDG is the controlling document for all development. The DCDG supersedes the Planning Code, unless otherwise noted. In cases where the DCDG is silent on a design issue, the Planning Code applies. In Zone Two, the Planning Code is the controlling document. The Planning Code has been amended to make it consistent with the urban design vision in the Redevelopment Plan, the DCDG and the D4D. A DDA or other agreement entered into by the Successor Agency for a parcel in the Zone One of the Project Area may contain additional controls and guidelines specific to the development site so long as those additional controls and guidelines are consistent with the DCDG.

Because Zone One contains the majority of the development opportunities in the Project Area, the DCDG was written with detailed controls for the residential development that is envisioned to occur there. Zone One comprises parcels that were formerly occupied by a portion of the Embarcadero Freeway, which was demolished after the 1989 Loma Prieta Earthquake. The overall urban design concept is to allow no more than one high-rise tower on each development block. New alleys at Clementina, Tehama and Natoma Streets are to be created to provide better access to and around the development blocks. Along most of the frontages on public rights-of-way, projects are to provide residential or retail spaces with frequent entrances oriented toward
the sidewalk. A shared open space is to be created in the middle of each development block with visual connections to the street. Individual buildings on each block will also share a single, underground parking garage in order to minimize garage entrances and exits.

Three of the publicly-owned parcels in the Project Area are in various stages of development and pre-development. Block 11A (the portion of Block 11 along Folsom Street) is a 120-unit supportive housing project that began construction in December 2011. The TJPA has signed a purchase and sale agreement for Parcel T with Hines to develop a 1,070-foot high-rise office tower. Because Parcel T is in Zone 2 and under the jurisdiction of the City, it was reviewed and approved by the San Francisco Planning Commission. The TJPA entered into a purchase and sale agreement directly with Hines because Parcel T is the parcel that was occupied by the former Transbay Terminal and because the developer was selected through the 2007 Transbay Transit Center and Tower Design Competition, which was lead by the TJPA. Finally, the Redevelopment Agency selected Golub/Mercy to develop Blocks 6/7 in December 2011, subject to Redevelopment Dissolution Law. More detail on Blocks 6/7 is provided in the section below.

**ENFORCEABLE OBLIGATIONS**

**Overview**

Under AB 26, as amended by AB 1484 ("Redevelopment Dissolution Law"), successor agencies, with Oversight Board and DOF approval, may continue to implement "enforceable obligations"—existing contracts, bonds, leases, etc.—which were in place prior to the suspension of redevelopment agencies' activities on June 28, 2011, the date that AB 26 was approved. Redevelopment Dissolution Law defines "enforceable obligations" to include bonds, loans, judgments or settlements, and any "legally binding and enforceable agreement or contract that is not otherwise void as violating the debt limit or public policy," (Cal. Health & Safety Code Section 34171(d)(1)(E)) as well as certain other obligations, including but not limited to requirements of state law and agreements made in reliance on pre-existing enforceable obligations.

AB 1484 authorizes successor agencies to enter into new agreements if they are "in compliance with an enforceable obligation that existed prior to June 28, 2011." Cal. Health & Safety Code § 34177.5 (a). Under this limited authority, a successor agency may enter into contracts, such as DDAs, if a pre-existing enforceable obligation requires that action. See Cal. Health & Safety Code § 34167 (f) (providing that the Redevelopment Dissolution Law does not interfere with an agency's authority under enforceable obligations to "enforce existing covenants and obligations, or . . . perform its obligation.").

DOF, the State agency responsible for administering Redevelopment Dissolution Law, has established a process by which successor agencies can request a Final and Conclusive Determination about the nature and scope of an enforceable obligation. To clarify its authority for the Project Area, the staff of the Successor Agency has submitted a request for a Final and Conclusive Determination from DOF for the following enforceable obligations: 1) the 2008 Pledge Agreement between the Successor Agency, the City and the TJPA, 2) the 2006
Implementation Agreement between the Successor Agency and the TJPA, and 3) AB 812, as codified in Section 5027.1 of the California Public Resources Code.²

2008 Pledge Agreement

The City, the Agency and the TJPA entered into a Pledge Agreement effective January 31, 2008, pledging all of the sales proceeds and all of the net tax increment from the formerly State-owned parcels to fund the TTC. Under Redevelopment Dissolution Law, the Pledge Agreement is a legally binding and enforceable agreement that must be “honored.”

“It is the intent of this part that pledges of revenue associated with enforceable obligations of the former redevelopment agencies are to be honored. It is intended that the cessation of any redevelopment agency shall not affect either the pledge, the legal existence of the pledge, or the stream of revenues available to meet the requirements of the pledge.” (Cal. Health & Safety Code Section 34175(a))

The Pledge Agreement arose from the 2003 Cooperative Agreement, which required the State to transfer 24 parcels to the City and the TJPA for the construction of the TTC and future neighborhood development. The Cooperative Agreement further required that all land sale proceeds from the sale of the State-owned parcels and all net tax increment generated by their development must be used for the construction of the new TTC, including its access ramps. Pursuant to the Cooperative Agreement, the Redevelopment Plan includes a pledge of tax increment to the TJPA and, in 2008, the Redevelopment Agency, the City and the TJPA executed the Pledge Agreement.

2006 Implementation Agreement

The Implementation Agreement requires the Successor Agency to prepare and sell the formerly State-owned parcels in the Project Area to third parties. To facilitate the preparation and sale of these parcels, the Redevelopment Agency, the City and the TJPA entered into the Option Agreement for the Purchase and Sale of Real Property (“Option Agreement”) in 2008, which grants the Successor Agency an exclusive and irrevocable option to purchase the formerly State-owned parcels in the Project Area that are not being used by the TJPA for the construction of the new TTC. For most of the development opportunities, the Successor Agency will issue RFPs from development teams interested in the parcels. The staff of the Successor Agency prepares the RFPs, which are presented to the Commission for comment before they are issued.

The Implementation Agreement provides that the TJPA shall pay all of the Successor Agency’s costs related to the preparation and sale of the formerly State-owned parcels, including personnel and overhead costs, and costs for planning, design review and negotiating agreements. This reimbursement is further defined in the Intergovernmental Agreement for Reimbursement of Redevelopment Agency Administrative Fees (“Intergovernmental Agreement”) between the

² In addition to these core enforceable obligations, the Project Area is subject to additional, related agreements that describe and facilitate the implementation of the Redevelopment Plan. The Successor Agency has previously described these agreements and obligations in documentation submitted as part of its initial ROPS that the Oversight Board and DOF reviewed last year, see Exhibit B-2 to Oversight Board Resolution No. 5-2012 (April 10, 2012) available at http://sfgsa.org/index.aspx?page=5254, and that are described later in this memorandum.
TJPA and the Redevelopment Agency To simplify the reimbursement process, the TJPA and the Successor Agency have agreed that the TJPA will fund all Successor Agency staff and consultant costs up to the execution of an exclusive negotiating agreement with each market-rate developer, after which the selected developer will fund all Successor Agency staff and consultant costs, as well as any other transaction costs.

The Implementation Agreement also requires the Agency to fund the construction of new infrastructure improvements as needed to support the development of the new neighborhood. The Implementation Agreement states:

“The Agency shall execute all activities related to the implementation of the Transbay Redevelopment Plan, including all administrative activities related to implementation, including, but not limited to, activities related to major infrastructure improvements, including new public parks, new pedestrian-oriented alleys, and widened sidewalks...as well as activities related to the development of more than 3,400 new housing units, including the affordable housing requirements of Section 33413 of the California Community Redevelopment Law and the additional affordable housing requirements of Section 5027.1 of the California Public Resources Code. The costs for implementation of the Redevelopment Plan activities set forth in this paragraph...shall be an indebtedness incurred by the Agency and included in the Agency’s annual budget submitted to the City.” (Section 2.1 (d))

The improvements contemplated in the Implementation Agreement are defined in detail in the Transbay Redevelopment Project Area Streetscape and Open Space Concept Plan (“Streetscape and Open Space Plan”), which includes detailed concept designs for all of the major infrastructure improvements in the Project Area. As shown on the map in Attachment 1, the Streetscape and Open Space Plan includes the following improvements:

- A new, 1.1-acre public park on Block 3, which will include active recreation space and a public plaza;
- A new, 2.4-acre, linear public park between Howard and Harrison Streets, underneath the TTC bus ramp and the Interstate 80 off-ramp, on Block 10, and on the hillside parcels south of Block 11;
- New, pedestrian-oriented alleyways – extensions of Clementina, Tehama and Natoma Streets, which will be lined with townhouses where there is residential development on adjacent parcels, as required by the DCDG;
- New, widened sidewalks along Folsom, Beale, Main and Spear Streets, created 25- to 30-foot-wide pedestrian and linear park zones that will be activated by a mix of activities, including retail on Folsom Street; and
- A new Folsom Street Off-Ramp from Interstate 80 north of Block 8, which will perform exactly as the existing off-ramp but be reconfigured from the current alignment, which intersects Block 8, into a 90-degree intersection with a traffic signal at Fremont Street, thus dramatically improving pedestrian access on Folsom and Fremont Streets and increasing the development potential of Block 8.
These improvements will be funded with Non-State Parcel Tax Increment (e.g., tax increment generated by the Non-State-owned parcels in the Project Area), since all of the State Parcel Net Tax Increment has been pledged to the TJPA.

The Redevelopment Agency entered into design contracts for the first three of these infrastructure improvements. Conger Moss Guillard Landscape Architecture ("CMG") is under contract to design the new, 2.4-acre park under the ramps and on Blocks 10 and 11. CMG is also completing the design of the new, widened sidewalks on Folsom Street, based on the concept design in the Streetscape and Open Space Plan. CMG has completed concept plans for the new park and schematic designs for Folsom Street. The San Francisco County Transportation Authority ("SFCTA") was under contract with the Redevelopment Agency to complete designs for the new, reconfigured Folsom Street Off-Ramp. The off-ramp design is 95% complete and the new configuration has been approved by the State Department of Transportation. The contract with SFCTA expired while the Redevelopment Agency was suspended and needs to be renewed by the Commission before work on the Folsom Street Off-Ramp reconfiguration can continue. Recently, DOF approved expenditures on the Recognized Obligation Payment Schedule for January-June 2013 to cover the CMG contract and the SFCTA contract in the aggregate amount of $3.9 million. Letter, S. Szalay to T. Bohee (Dec. 14, 2012).

AB 812

AB 26 defines "enforceable obligations" to mean, among other things, "obligations imposed by state law." (Cal. Health & Safety Code Section 34171(d)(1)(E)). AB 812, codified in Section 5027.1 of the California Public Resources Code, requires that any redevelopment plan approved for the financing, in whole or in part, of the demolition of the former Transbay Terminal and construction of the new TTC shall ensure that 35 percent of all new housing units built in the Project Area be made available to low- and moderate-income households. Specifically, AB 812 mandates that 25 percent of all the residential units developed in the Project Area must be restricted to low-income households and an additional 10 percent must be restricted to moderate-income households. As shown in Attachment 2, the Project Area will meet this affordable housing requirement by spreading affordable housing units throughout Zone One of the Project Area, where nearly all of the residential units will be developed.

Each individual housing development containing more than 10 units is required to include a minimum of 15 percent of all units constructed on the project site as affordable units ("On-Site Affordable Housing Requirement"). To make up the difference between this requirement and the 35 percent requirement, in addition to the On-Site Affordable Housing Requirement, the Successor Agency will set aside certain sites, as shown in Attachment 2, as stand-alone, 100 percent affordable housing parcels. Through the combination of on-site affordable housing and stand-alone, 100 percent affordable housing sites, the Project Area will achieve the 35 percent housing requirement under AB 812 and the Redevelopment Plan.

Although the 35 percent affordable housing requirement of AB 812 is a retained obligation of the Successor Agency, it may choose to act through the Mayor’s Office of Housing (“MOH”) to fulfill the obligation. The Successor Agency may choose to transfer property and/or funding to MOH as necessary in order to meet its obligations under AB 812. The staff of the Successor
Agency is currently working with MOH to define how this process will work for future development sites.

NEXT STEPS

Subject to DOF’s Final and Conclusive Determinations of the Transbay enforceable obligations, Successor Agency staff will seek approval from the Commission to approve a DDA for a market-rate and affordable housing development on Blocks 6/7. The project, the developer selection process, and the proposed DDA terms, are described in Attachment 3. Renderings of the schematic design and a site plan for Blocks 6/7 are included in Attachment 4. The schematic design and DDA will be the subject of a future public hearing before the Commission. In addition, the Successor Agency staff is completing its review of developer applicants for Block 9 and will present its recommendation to the Commission at a future meeting.

(Originated by Mike Grisso, Senior Project Manager)

Tiffany Bohee
Executive Director

Attachment 1: Transbay Redevelopment Project Area Map
Attachment 2: Transbay Housing Development Projections
Attachment 3: Proposed DDA for Blocks 6/7
Attachment 4: Renderings and Site Plan for Blocks 6/7