



PUBLIC NOTICE

NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND NOTICE OF A PUBLIC SCOPING MEETING

Date: September 30, 2026
Comment Deadline: October 30, 2026
Case No.: **2026-002123ENV**
Project Title: **Railyards Mixed-Use Development Project**
Zoning: MB-O (Mission Bay Office), Mission Bay North Public Facility District
Height/Bulk: 110 and MB-RA (Mission Bay Redevelopment Area)
Blocks/Lot Nos.: 8701/003, 8701/004, 8700/001, and 8703/005
Site Area: 18.63 acres
Project Sponsor: James Abrams, J. Abrams Law, P.C. on behalf of Prologis 4th and King LLC, 415.999.4402, jabrams@jabramslaw.com
Lead Agency: San Francisco Planning Department
Staff Contact: Ryan Shum, CPC.RailyardsEIR@sfgov.org, 628.652.7542

Introduction

The San Francisco Planning Department (planning department) prepared this Notice of Preparation (NOP) of an environmental impact report (EIR) in connection with the Railyards Mixed-Use Development Project (proposed project). The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the project's significant physical adverse effects, and to describe and analyze possible alternatives to the proposed project that would reduce or avoid those effects. The planning department is issuing this NOP to inform the public and responsible, trustee, and interested agencies about the intent to prepare an EIR for the proposed project, and to state that there will be a public scoping meeting to solicit comments on the scope of the EIR. An in-person public scoping meeting will be held at 5:30 p.m. on October 14, 2026, at 49 South Van Ness Avenue, Room C (first floor), San Francisco, CA 94103. Comments will be accepted in person at the scoping meeting and in writing until 5 p.m. on October 30, 2026. Written comments should be sent to Ryan Shum, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.RailyardsEIR@sfgov.org.

This notice is available for public review on the department's website at sfplanning.org/sfceqadocs and at the San Francisco Permit Center's document viewing room on the second floor of 49 South Van Ness Avenue, San Francisco, CA 94103.

Project Summary

The project sponsor (Prologis 4th & King LLC), in coordination with the Peninsula Corridor Joint Powers Board/Caltrain, proposes to develop the 18.63-acre project site (Blocks/Lots 8701/003, 8701/004, 8700/001, and 8703/005), which currently includes the existing San Francisco Caltrain Station at Fourth and King streets (Caltrain Station), and railroad tracks, platforms, and maintenance equipment (the Railyard). This project site is generally bounded by Townsend Street to the north, Fourth Street to the east, King Street to the south, and Seventh Street to the west (see **Figure 1**).¹

The proposed project would include residential, commercial, institutional, retail, and other active uses; parking; open space improvements; and circulation and transportation improvements. The proposed project includes three major components: (1) mixed-use vertical development (see Figure 2, p. 11); (2) the full replacement, reconfiguration, and modernization of the existing Caltrain Station and Railyard facilities; and (3) development of an offsite train storage and maintenance facility for Caltrain.

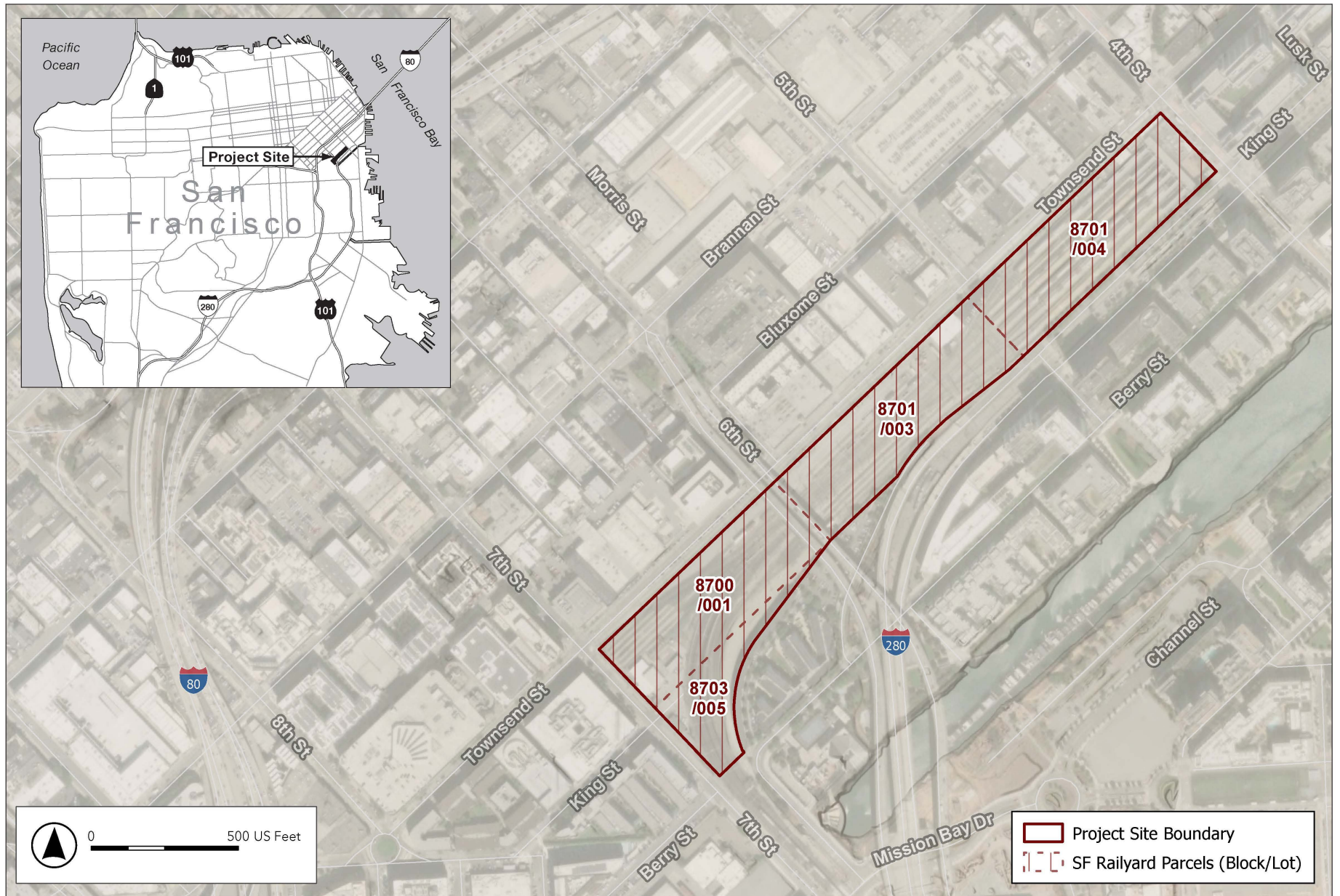
The proposed project includes two scenarios with the potential maximum extent of commercial or residential uses on the site. Depending on the uses developed, the proposed project's development, excluding below-grade parking and below-grade loading and support areas, would range from 7,820,390 square feet (Maximum Commercial Scenario) to 7,839,210 square feet (Maximum Residential Scenario).² The Maximum Commercial Scenario proposes the development of up to 1,765 residential units totaling up to 1,765,910 square feet, along with up to approximately 5,638,120 square feet of commercial space and up to approximately 172,660 square feet of retail space. The other proposed project scenario, the Maximum Residential Scenario, proposes the development of up to 5,834 residential units totaling up to approximately 5,834,800 square feet; with up to approximately 1,589,980 square feet of commercial space; and up to approximately 159,970 square feet of retail space. Under both scenarios, the new 19,560-square-foot Caltrain Station Hall would be located in Block 1 and would consist of the public hall, restrooms, and staff work areas. Full buildout of the proposed project could fall within the development range under the Maximum Commercial and Maximum Residential scenarios and would also include the development of an offsite train storage and maintenance facility for Caltrain.

The location of the offsite train storage and maintenance facility has not yet been determined except that it likely will be in proximity to the existing Caltrain corridor between the existing Railyards site at Fourth and King streets and the San Francisco International Airport. Therefore, the figures and tables focus on the proposed redevelopment of the Railyards project site without the offsite train storage and maintenance facility. The offsite train storage and maintenance facility will be analyzed at a program-level in the EIR. This level of analysis is appropriate because the offsite train storage and maintenance facility is a logical part in a chain of contemplated actions connected with the proposed project (CEQA Guidelines section 15168). As required by CEQA, the facility would be subject to additional environmental review at such time that the location is selected.

Under either the Maximum Commercial Scenario or the Maximum Residential Scenario, the proposed project would construct a new Caltrain tunnel (Caltrain Tunnel) with two below-grade railroad tracks and one service platform, terminating at a new, reconfigured Caltrain Station below the project site. The Caltrain Station would be approximately 60 feet below grade.

¹ In the SoMa area, streets that run in the northwest/southeast direction, such as Fourth and Seventh Streets, are generally considered north/south streets, whereas streets that run in the southwest/northeast direction, such as Townsend Street, are generally considered east/west streets.

² These square footages do not include the area of proposed rail facilities.



SOURCE: Vantor, 2025; ESA, 2026

Railways Mixed-Use Development Project

FIGURE 1
PROJECT SITE

The EIR will also analyze two mutually exclusive project variants called the “At-Grade Rail Variant” and “Fifth Street Variant.” Under the At-Grade Rail Variant, the two terminal tracks and platform would not be located in the below-grade Caltrain Tunnel. Instead, the terminal tracks would be located in a new at-grade rail enclosure generally parallel to Townsend Street and mid-block between Townsend and King streets. Under the Fifth Street Variant, Fifth Street would be constructed as a thoroughfare providing one-way northbound vehicle travel between King and Townsend streets (unlike the proposed project, where Fifth Street would provide open space and driveway access to adjacent vertical development). Similar to the proposed project, the land use program and design under the At-Grade Rail Variant and Fifth Street Variant would retain flexibility to accommodate either a Maximum Commercial or a Maximum Residential Scenario.

The proposed project, At-Grade Rail Variant, and Fifth Street Variant would require amendments to the San Francisco General Plan (general plan) and San Francisco Planning Code (planning code), creating a new Railyards Special Use District. The proposed rezoning would modify the existing height limits to between 350 and 855 feet across the project site.

The proposed project would include water, wastewater, stormwater, recycled water, electricity, and other utility infrastructure. It would also include the construction of transportation and circulation improvements, geotechnical improvements, site grading for resilience against sea level rise, and approximately 3.73 acres of publicly accessible open space (or 4.3 acres under the At-Grade Rail Variant and 3.5 acres under the Fifth Street Variant).

Project construction would occur in four main phases, with the two main phases of vertical development being further divided into subphases. Two of the phases would involve reconfiguration and relocation of the Railyard infrastructure (Railyard Infrastructure Phases A and B). Railyard Infrastructure Phase A would include reconfiguration of the site, by moving the existing at-grade Railyard platforms and tracks away from Fourth Street to the southwestern border of Block 1 to create space for initial development on Block 1. Railyard Infrastructure Phase B would include construction of the Caltrain Tunnel, offsite train storage and maintenance facility, and demolition and removal of the Railyard platforms and tracks from Phase A. The other two phases would involve construction of the mixed-use vertical development on five development blocks (Development Phase 1 – Blocks 1 and 5 and Caltrain Station Hall, Development Phase 2 – Blocks 2, 3, and 4). Construction of each phase would consist of five components: (1) demolition and site preparation, (2) grading and ground improvements, (3) building construction, (4) architectural coating, and (5) paving. The EIR will analyze a construction period assumption of approximately 13 years, from 2029 to 2042.

OTHER COORDINATED PROJECT (THE PORTAL PROJECT)

A separate project known as the Portal Project (formerly known as the DTX or Downtown Extension project), being designed and permitted by the Transbay Joint Powers Authority (TJPA), would construct a new tunnel (Portal Tunnel), two railroad tracks, and one service platform for the Fourth/Townsend Station underneath the portion of Townsend Street that runs next to the project site.³ The Portal Project would extend Caltrain service and future high-speed rail service to the Salesforce Transit Center in downtown San Francisco.⁴ The proposed project’s terminal tracks and platform would be in addition to the adjacent underground tracks and platform constructed for the Portal Project’s Fourth/Townsend Station.

³ Portions of the Portal Project infrastructure would be constructed within and underneath the project site (not just under Townsend Street). However, no proposed project buildings would be constructed directly above the Portal Project infrastructure.

⁴ TJPA, The Portal/DTX: About the Portal, <https://www.tjpa.org/portaldtx/about-portal>, accessed May 21, 2026. The Portal project is environmentally cleared pursuant to the National Environmental Policy Act (NEPA) and CEQA. The Portal Project is currently in the design phase.

Project Setting

PROJECT LOCATION, SITE CHARACTERISTICS, AND ADJACENT LAND USES

The Railyards project site is located at the intersection of San Francisco's Mission Bay, South of Market (SoMa), and Showplace Square neighborhoods. Oracle Park is located one block northeast of the project site. A series of low- to mid-rise commercial and residential buildings lines the north side of Townsend Street, forming the southern boundary of San Francisco's SoMa neighborhood. The project site's southeastern boundary along King Street is largely characterized by mid-rise residential buildings in the Mission Bay North Redevelopment Plan Area. Farther to the southeast are the Mission Creek Channel; the Mission Bay South Redevelopment Plan Area, which includes the University of California, San Francisco campus and hospital; Chase Center; and the new Mission Rock development. The Showplace Square and Design District neighborhoods are located southwest of the project site.

The entire Railyards project site is currently dedicated to the Caltrain Station, Caltrain administrative offices and support uses, vehicle and equipment storage, maintenance, and other transportation purposes. The existing Caltrain Station is located on the northeastern portion of the site. The station opened in 1975 and is a stub-end⁵ terminal with six platforms, each of which provides access to two tracks, offering a total of 12 tracks for passenger boarding and alighting. The remainder of the site contains additional at-grade railroad tracks elsewhere within the yard for train storage, maintenance-of-way equipment, and light and overnight maintenance capabilities. In April 2025, average weekday ridership for the Caltrain Station was 7,531 people. On weekdays, 52 trains in each direction (104 trains in total) arrive at and depart from the Caltrain Station. On weekends, 33 trains in each direction (66 trains in total) arrive at and depart from the station.

The project site includes Railyards facility consisting of an approximately 64,600-square-foot surface equipment yard used for storage and maintenance of trains and a 12,000-square-foot surface parking lot for Caltrain staff. In addition to the approximately 34,000-square-foot Caltrain Station, other buildings and structures are used for maintenance, utilities, and operations and administration.

The existing Caltrain Station at Fourth and King streets within the project site is the northern terminus of the Caltrain passenger rail line that serves the San Francisco Peninsula and Santa Clara Valley. The project site is served by the City and County of San Francisco's (City) transit network and is adjacent to the T Third Street and N Judah light rail stops at the corner of Fourth and King streets. Other San Francisco Municipal Railway (Muni) bus lines that operate within a block of the project site include the 15 Bayview Hunters Point Express, 30 Stockton, 45 Union/Stockton, and N-Owl bus lines.

Class IV⁶ separated bikeways extend along Townsend Street, protected along most but not all of the length between Fourth and Seventh streets, and along Fifth Street and Seventh Street, with bike turning boxes at the intersection with Townsend Street.

The north-south Interstate 280 (I-280) splits south of the project site and runs parallel to Sixth Street, with on- and off-ramps at Brannan and Sixth streets and immediately south of the project site on King Street. Major roadways in the project area include Third Street, a major arterial one block northeast of the project

⁵ Trains that enter stub-end terminals reverse to leave the station.

⁶ Class IV separated bikeways, also referred to as *cycle tracks* or *protected bikeways*, are bicycle facilities that are separated from traffic by parked cars, safe-hit posts, transit islands, or other physical barriers.

site; Seventh Street, a major arterial immediately southwest of the project site; and the north-south-running U.S. 101, located about 0.25 mile southwest of the project site.

ZONING AND GENERAL PLAN LAND USE DESIGNATIONS

Block/Lots 8700/001 and 8703/005, referred to as the Western Parcels, are within the Mission Bay North Redevelopment Plan and Mission Bay North Public Facility District and Height Zone HZ-1b, which is set to expire on October 26, 2028. Block/Lots 8701/003 and 8701/004, referred to as the Eastern Parcels, are within the MB-O (Mission Bay Office) Use District and 110 Height and Bulk District.

Project Description

The proposed project would rezone the project site and establish development controls for construction of a multi-phased, mixed-use project. The proposed project would include amendments to the general plan and planning code and would create a new Railyards Special Use District. The special use district would establish land use zoning controls and incorporate design standards and guidelines for the site. The proposed project would include residential, commercial (including office, laboratory, and life science), institutional, retail, parking, and open space uses in addition to the new rail station and offsite train storage and maintenance facility.

As described above, depending on the uses developed, the upper extent of the proposed project's mixed-use development would range from 7,820,390 square feet (Maximum Commercial Scenario) to 7,839,210 square feet (Maximum Residential Scenario). The Maximum Commercial Scenario proposes the development of up to 1,765 residential units totaling up to 1,765,910 square feet, along with up to approximately 5,638,120 square feet of commercial space and up to approximately 172,660 square feet of retail space. The other proposed project scenario, the Maximum Residential Scenario, proposes the development of up to 5,834 residential units totaling up to approximately 5,834,800 square feet; up to approximately 1,589,980 square feet of commercial space; and up to approximately 159,970 square feet of retail space. Under both scenarios, the new 19,560-square-foot Caltrain Station Hall would be located in Block 1 and would consist of the public hall, restrooms, and staff work areas.

Given the constraints of the project site, the proposed project would require a phased construction approach, which is described in more detail under "Project Phasing" below. The project phasing would include the following work:

- *Rail Infrastructure Phase A:* Reconfiguration of the site, by moving the existing at-grade Railyard platforms and tracks away from Fourth Street to the southwestern border of Block 1 to create space for initial development on Block 1.
- *Development Phase 1:* Construction on Blocks 1 and 5 and construction of the new Caltrain Station Hall.
- *Rail Infrastructure Phase B:* Construction of the Caltrain Tunnel, offsite train storage and maintenance facility, and demolition and removal of the Railyard platforms and tracks from Phase A. Rail Infrastructure Phase B must occur after the Portal Project has been constructed.
- *Development Phase 2:* Construction on Blocks 2, 3, and 4.

The proposed project would include up to 3.73 acres of publicly accessible open space in the form of parks, plazas, a promenade, and other gathering spaces throughout the project site. Street and circulation improvements would include vehicle, bicycle, and pedestrian improvements to Fourth, Fifth, Sixth, Seventh,

and King streets. The zoning map would be amended to show changes from the current zoning to the proposed special use district zoning. The existing onsite height limit of 110 feet on the Eastern Parcels would be modified to allow heights ranging from 400 feet to 855 feet, and the existing onsite height designation HZ-1b under the Mission Bay North Redevelopment Plan on the Western Parcels would be modified to allow heights ranging from 350 feet to 450 feet.

Variants

Variants would alter an aspect of the proposed project and for certain environmental topics may change impacts of the proposed project. The proposed project analyses include disclosure of the variant impacts. The Fifth Street Variant and At-Grade Rail Variant are mutually exclusive and described below. The programming requirements of the offsite storage and maintenance facility would be the same for the proposed project, Fifth Street Variant, and At-Grade Rail Variant.

Fifth Street Variant

Under the Fifth Street Variant, Fifth Street would be improved as a one-way thoroughfare connecting Townsend and King streets with one northbound lane and protected Class IV, one-way bike lanes on both sides of the street (see Figure 2, Figure 4, and Figure 5, pp. 11, 15, 19, respectively). The single-lane roadway would be buffered by passenger loading zones on both sides of the roadway. Additionally, an approximately 5-foot-wide buffer would be created between the southbound bike lane and the loading zone on the west side of the thoroughfare. Sidewalks would be provided on both sides of the street. Under this variant, the Fifth Street Park under the proposed project would not be included. Otherwise, the development program and intensity under the Fifth Street Variant's Maximum Commercial Scenario and Maximum Residential Scenario are the same as the proposed project's development program and intensity under the Maximum Commercial Scenario and Maximum Residential Scenario, respectively.

At-Grade Rail Variant

Under the At-Grade Rail Variant, the terminal tracks would be located in a new at-grade rail enclosure generally parallel to Townsend Street and mid-block between Townsend and King streets, rather than in a below-grade Caltrain Tunnel adjacent to the Portal Tunnel (see Figure 2, Figure 4, Figure 5, and Figure 6, pp. 11, 15, 19, 22, respectively). The At-Grade Rail Variant would modify certain aspects of the proposed project with respect to ground-floor uses, open space, street improvements and circulation, roadway networks, and parking and loading. Development intensity under the At-Grade Rail Variant would also be reduced relative to the proposed project because the variant does not include below-grade levels on Blocks 2, 3, and 4.

Table 1 and **Table 2**, p. 9, summarize the characteristics of the proposed project and variants without the offsite storage facility—the types and amounts of land uses, proposed dwelling units, building heights, vehicle and bicycle parking, and other features—for both the Maximum Commercial Scenario and the Maximum Residential Scenario.

Proposed Land Use Plan

The proposed project, with or without the At-Grade Rail Variant or Fifth Street Variant, would include residential, commercial, institutional, retail uses, parking, and the new Caltrain Station Hall (on Block 1). It would provide circulation and transportation improvements and would also create new publicly accessible areas and open space. **Figure 2**, p. 11, presents the land use plans for the proposed project, At-Grade Rail Variant and Fifth Street Variant at full buildout.

Table 1 Project Summary Including Variants (without Offsite Train Storage and Maintenance Facility)—Maximum Commercial Scenario

Land Use Program (approximate square feet)		
Use	Proposed Project and Fifth Street Variant — Maximum Commercial Scenario	At-Grade Rail Variant – Maximum Commercial Scenario
Residential	1,765,910	1,375,900
Commercial ⁷	5,638,120	5,254,690
Caltrain Station Hall (public hall, restrooms, staff work areas)	19,560	19,560
Retail Uses ⁸	172,660	125,290
Building Circulation (lobbies)	52,120	44,500
Support (loading, storage, shipping/receiving, mechanical, electrical and plumbing, building maintenance facilities)	172,020	201,660
Above-Grade Parking	0	745,340
<i>Subtotal Above-Grade Area (inclusive of Above-Grade Parking)</i>	<i>7,820,390</i>	<i>7,766,940</i>
Below-Grade Parking	1,413,480	510,870
Below-Grade Loading and Support	172,260	60,180
<i>Subtotal Below-Grade Area (excluding Terminal Tracks tunnel and platform)</i>	<i>1,585,740</i>	<i>571,050</i>
Total Area	9,406,130	8,337,990
Proposed Residential Units		
Total	1,765	1,376

⁷ “Commercial Uses” includes general office, hotel, laboratory, life science, and other uses.

⁸ “Retail Uses” includes general retail, sit-down restaurants, and quick-service restaurants.

Land Use Program (approximate square feet)		
Use	Proposed Project and Fifth Street Variant – Maximum Commercial Scenario	At-Grade Rail Variant – Maximum Commercial Scenario
Vehicle and Bicycle Parking		
Total Off-Street Parking Spaces ^{9,10}	2,987	2,622
Class 1 Bicycle Parking Spaces ¹¹	2,249	2,084
Class 2 Bicycle Spaces	358	322
Open Space		
Publicly Accessible Open Space	3.73 acres 3.50 acres (Fifth Street Variant)	4.3 acres
Private Residential Open Space	Private open space for residential uses would be provided through a combination of common and private usable space.	

Table 2 Project Summary including Variants (without Offsite Train Storage and Maintenance Facility)—Maximum Residential Scenario

Land Use Program (approximate square feet)		
Use	Proposed Project and Fifth Street Variant – Maximum Residential Scenario	At-Grade Rail Variant – Maximum Residential Scenario
Residential	5,834,800	5,079,540
Commercial ¹²	1,589,980	1,538,120
Caltrain Station Hall (public hall, restrooms, staff work areas)	19,560	19,560
Retail Uses ¹³	159,970	132,690
Building Circulation (lobbies)	56,780	30,390
Support (loading, storage, shipping/receiving, mechanical, electrical and plumbing, building maintenance facilities)	178,120	196,110
Above-Grade Parking	0	872,880
<i>Subtotal Above-Grade Area (inclusive of Above-Grade Parking)</i>	<i>7,839,210</i>	<i>7,869,290</i>

⁹ The special use district would permit commercial and residential parking ratios on a block-by-block basis.

¹⁰ The number of off-street vehicle parking spaces accounts for mixed-use development uses and an additional approximately 50 spaces that would be required to replace Caltrain's existing facilities and accommodate future growth at Fourth and King streets. An additional 100 spaces would be required at the off-site maintenance facility.

¹¹ The class 1 and class 2 bike parking numbers include spaces provided in connection with the proposed project's mixed-use development pursuant to planning code section 155 and an additional 565 bike parking spaces (likely within a staffed, valet-style facility) to replace Caltrain's existing facilities and accommodate anticipated growth.

¹² "Commercial Uses" includes general office, hotel, laboratory, life science, and other uses.

¹³ "Retail Uses" include general retail, sit-down restaurants, and quick-service restaurants.

Land Use Program (approximate square feet)		
Use	Proposed Project and Fifth Street Variant – Maximum Residential Scenario	At-Grade Rail Variant – Maximum Residential Scenario
Below-Grade Parking	1,744,860	608,120
Below-Grade Loading and Support	165,140	60,180
<i>Subtotal Below-Grade Area (excluding Terminal Tracks tunnel and platform)</i>	<i>1,910,000</i>	<i>668,300</i>
Total Area	9,749,210	8,537,590
Proposed Residential Units		
Total	5,834	5,080
Vehicle and Bicycle Parking		
Total Off-Street Parking Spaces ^{14,15}	4,035	3,564
Class 1 Bicycle Parking Spaces ¹⁶	2,954	2,751
Class 2 Bicycle Spaces	482	429
Open Space		
Publicly Accessible Open Space	3.73 acres 3.50 acres (Fifth Street Variant)	4.3 acres
Private Residential Open Space	Private open space for residential uses would be provided through a combination of common and private usable space.	

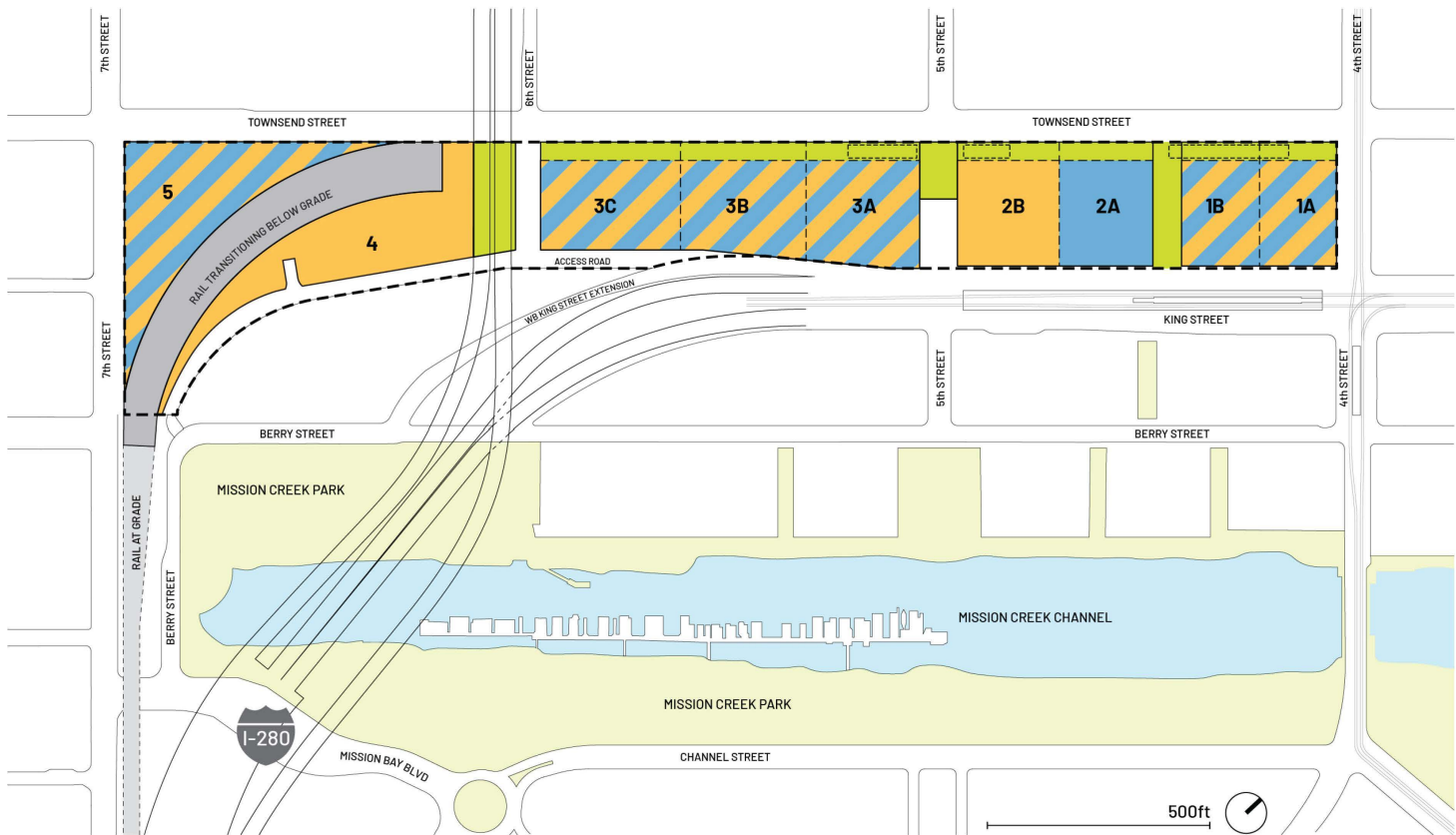
Height

Figure 3, p. 13, presents the proposed height district plan for the proposed project, At-Grade Rail Variant, and Fifth Street Variant. As shown in Figure 3, the proposed height limits would range from 350 to 855 feet.

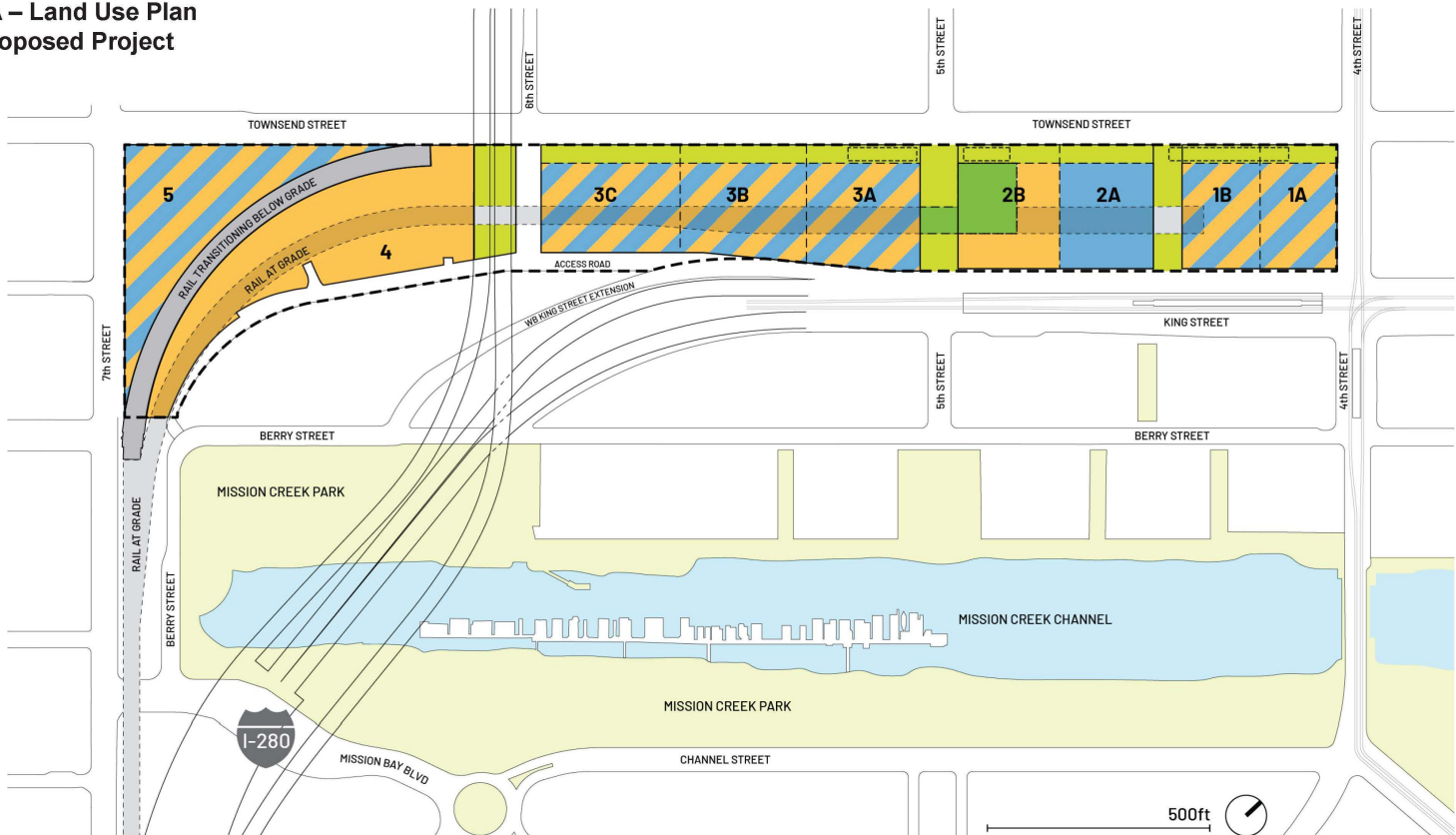
¹⁴ The special use district would permit commercial and residential parking ratios on a block-by-block basis.

¹⁵ The number of off-street vehicle parking numbers accounts for mixed-use development uses and an additional approximately 50 spaces that would be required to replace Caltrain's existing facilities and accommodate future growth at Fourth and King streets. Approximately 100 additional spaces would be provided at the off-site maintenance facility.

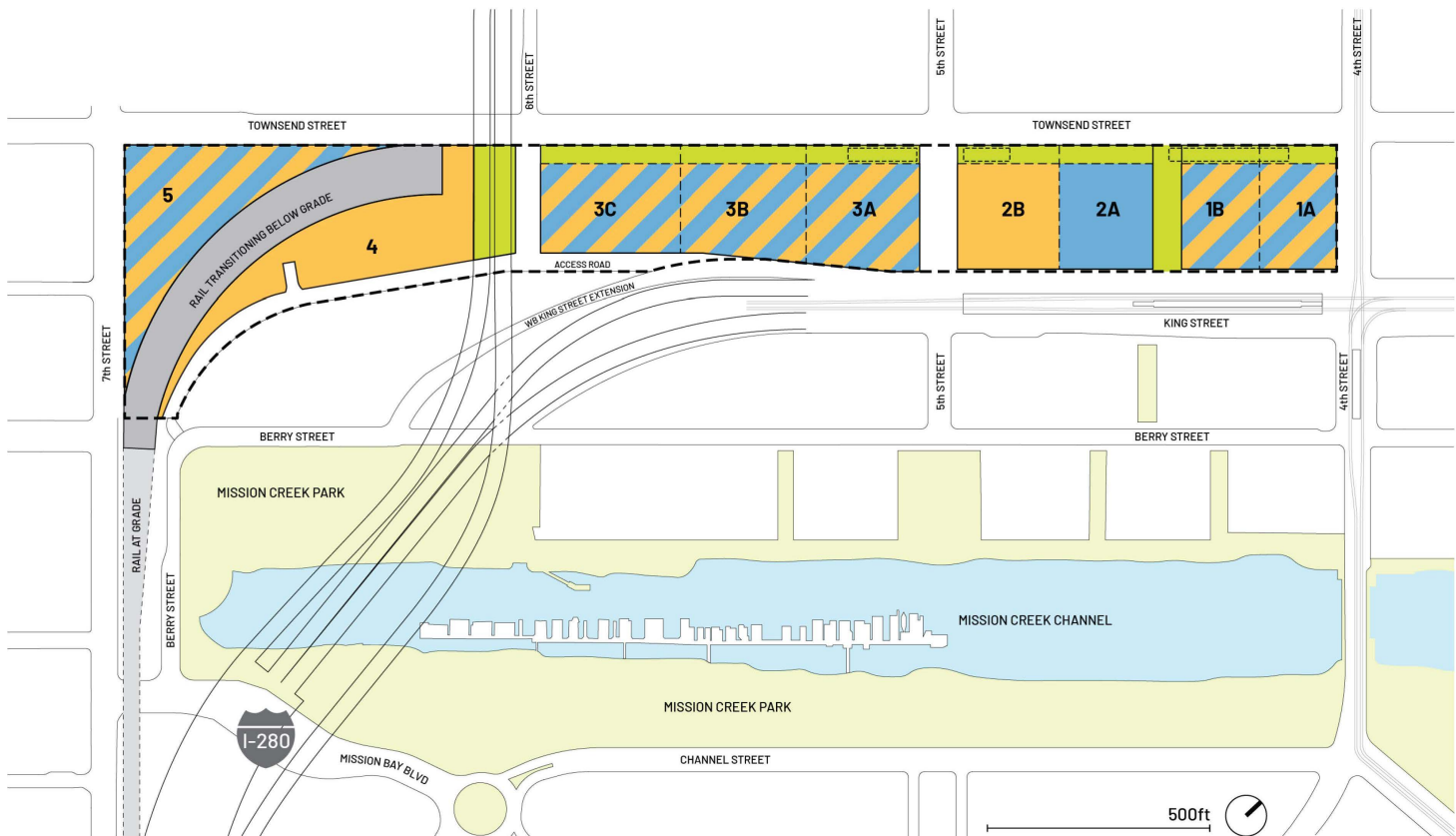
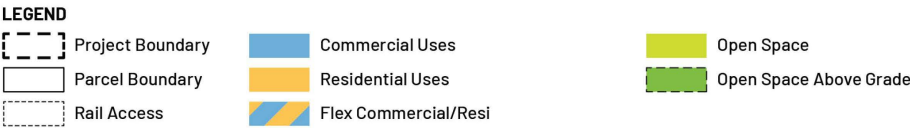
¹⁶ The class 1 and class 2 bike parking numbers include spaces provided in connection with the proposed project's mixed-use development pursuant to planning code section 155 and an additional 565 bike parking spaces (likely within a staffed, valet-style facility) to replace Caltrain's existing facilities and accommodate anticipated growth.



**2A – Land Use Plan
Proposed Project**

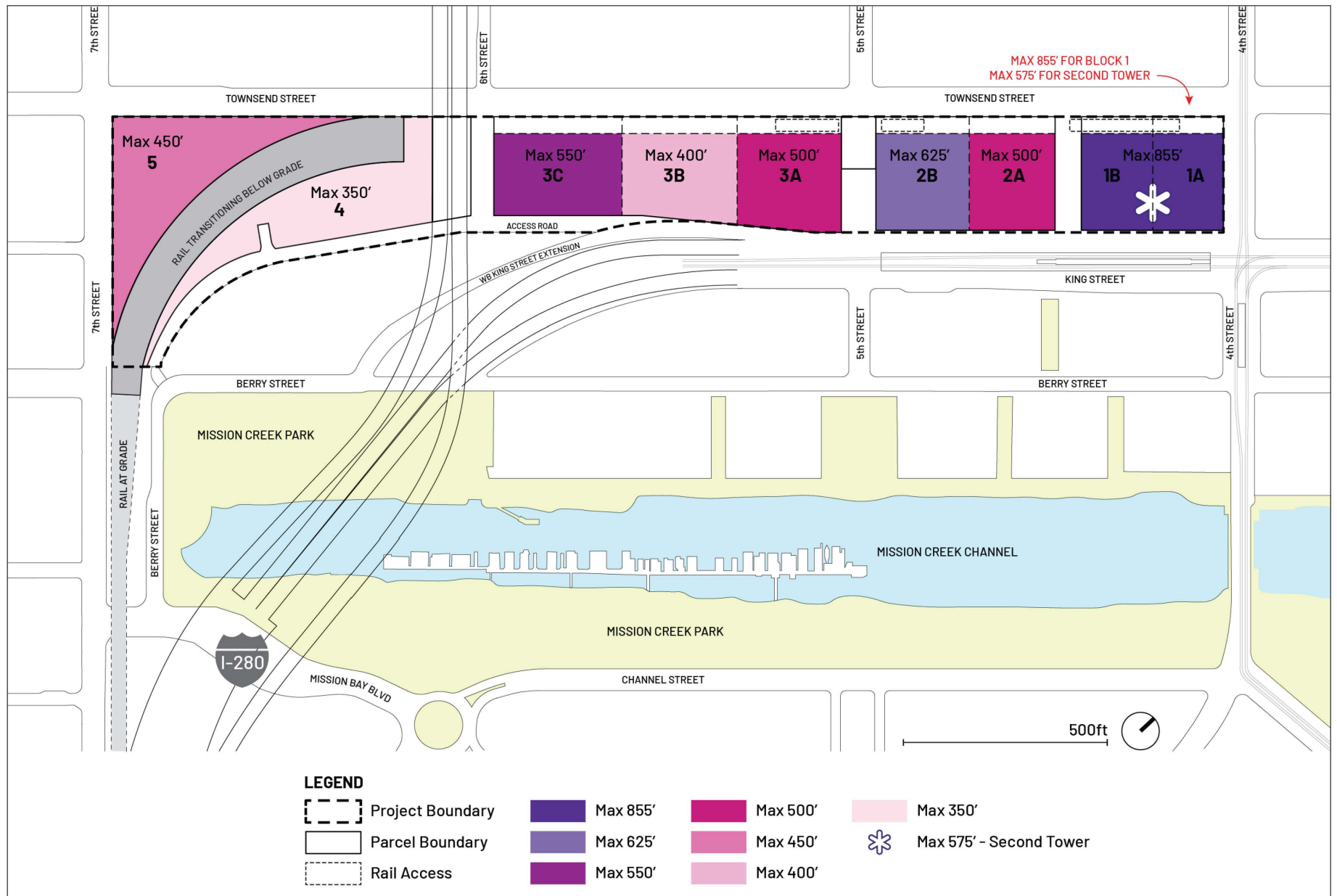


**2B – Land Use Plan
At-Grade Rail Variant**



**2C – Land Use Plan Fifth
Street Variant**

INTENTIONALLY BLANK



SOURCE: Prologis 4th and King LLC, 2026

Railyards Mixed-Use Development Project

FIGURE 3
HEIGHT DISTRICT PLAN

Design Standards and Guidelines

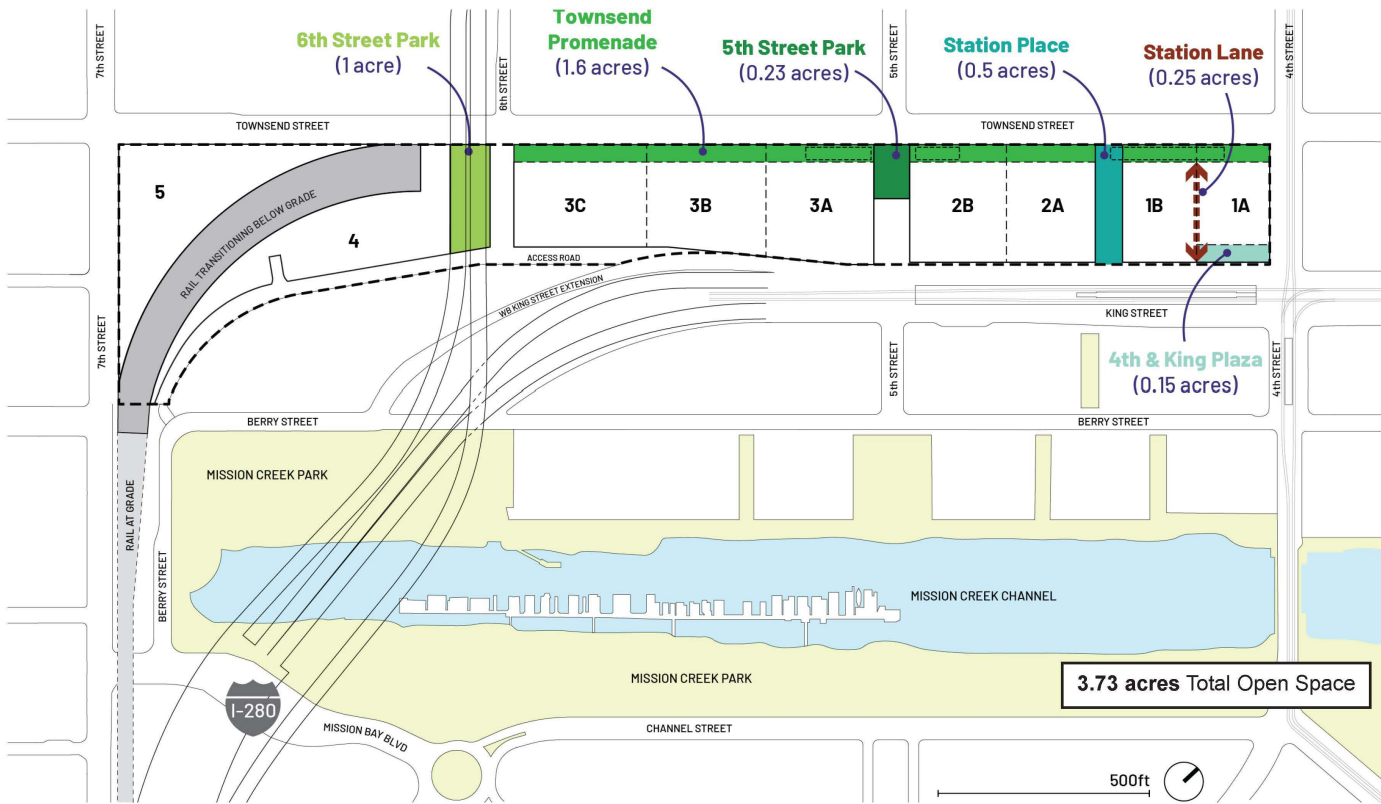
As part of the proposed special use district for the project site, the City would adopt the Railyards design standards and guidelines (DSG). The DSG would establish standards and guidelines for building design, land uses, streets and circulation, open space, and the public realm. The standards in the DSG would be mandatory and measurable and would include quantitative design specifications that the developer would have to meet. The design guidelines would be qualitative and the developer would be required to follow them to the greatest extent possible. Subsequent submittals of proposed building designs would be evaluated for consistency with both the special use district and the DSG. The rail components would follow Caltrain design standards and review.

Open Space Improvements

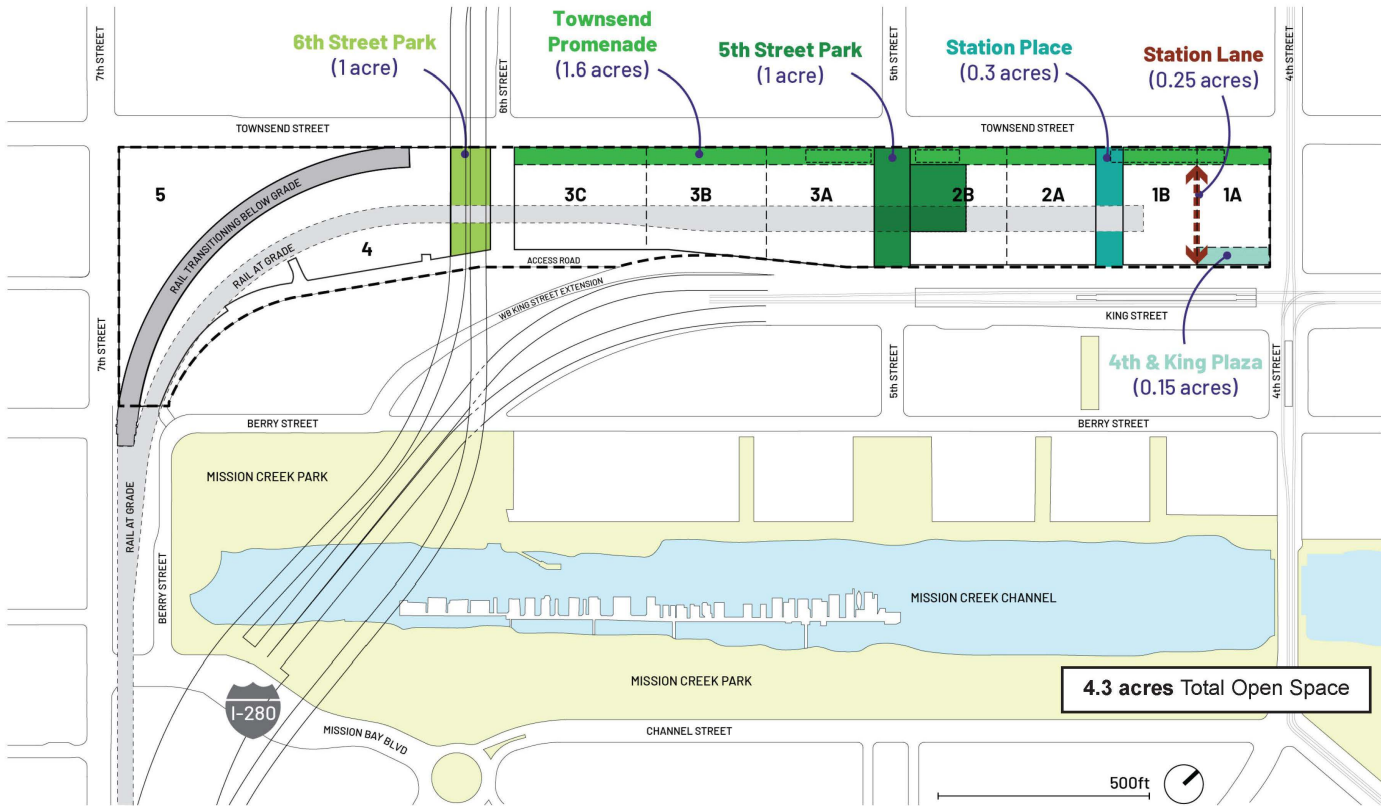
The proposed project would provide approximately 3.73 acres of publicly accessible open space, 3.50 acres under the Fifth Street Variant, or 4.3 acres under the At-Grade Rail Variant. The open spaces would include plazas, promenades, paseos, and parks and would provide connections within the site and to adjacent areas (see **Figure 4**).

Key components of the open space program would include:

- **Townsend Promenade.** The proposed approximately 1.6-acre, 40-foot-wide promenade would span the length of Townsend Street between Fourth and Sixth streets with active uses, landscaped gardens, seating nooks, flexible plazas, restaurant seating, and/or playgrounds.
- **Station Place.** The proposed approximately 0.5-acre mid-block paseo would connect Townsend and King streets between Blocks 1 and 2. Under the At-Grade Rail Variant for both scenarios, Station Place would be 0.3 acre and would take the form of two pocket parks, one facing Townsend Street and one facing King Street.
- **Station Lane.** The proposed approximately 0.25-acre indoor or outdoor pedestrian plaza would be located between the two proposed buildings on Block 1. The plaza would provide access to the new Caltrain Station from Townsend Street, King Street, and Fourth Street. The space would include active uses such as cafes and retail.
- **Fourth and King Plaza.** The proposed 0.15-acre plaza would be located at the corner of Fourth and King streets. The plaza would be fronted by an entry to the new Caltrain Station Hall and other active uses and would allow for pedestrian access between the Caltrain Station and the adjacent Muni light rail stops.
- **Fifth Street Park.** The proposed 0.23-acre park would reconnect the urban grid at Fifth Street between Townsend and King streets. The northern half of Fifth Street between Townsend and King streets would serve as a pedestrian plaza between the SoMa and Mission Bay neighborhoods. The southern portion of the street would provide vehicular access to the buildings on Blocks 2 and 3. The park would not provide vehicular access between King and Townsend streets. Under the At-Grade Rail Variant for both scenarios, Fifth Street Park would be 1 acre. However, under the At-Grade Rail Variant, the 1-acre park would take the form of a meandering terrace and plaza above the at-grade rail enclosure with connections to street level on both Townsend Street and King Street. Under the Fifth Street Variant for both scenarios and as described above, there would be no Fifth Street Park.

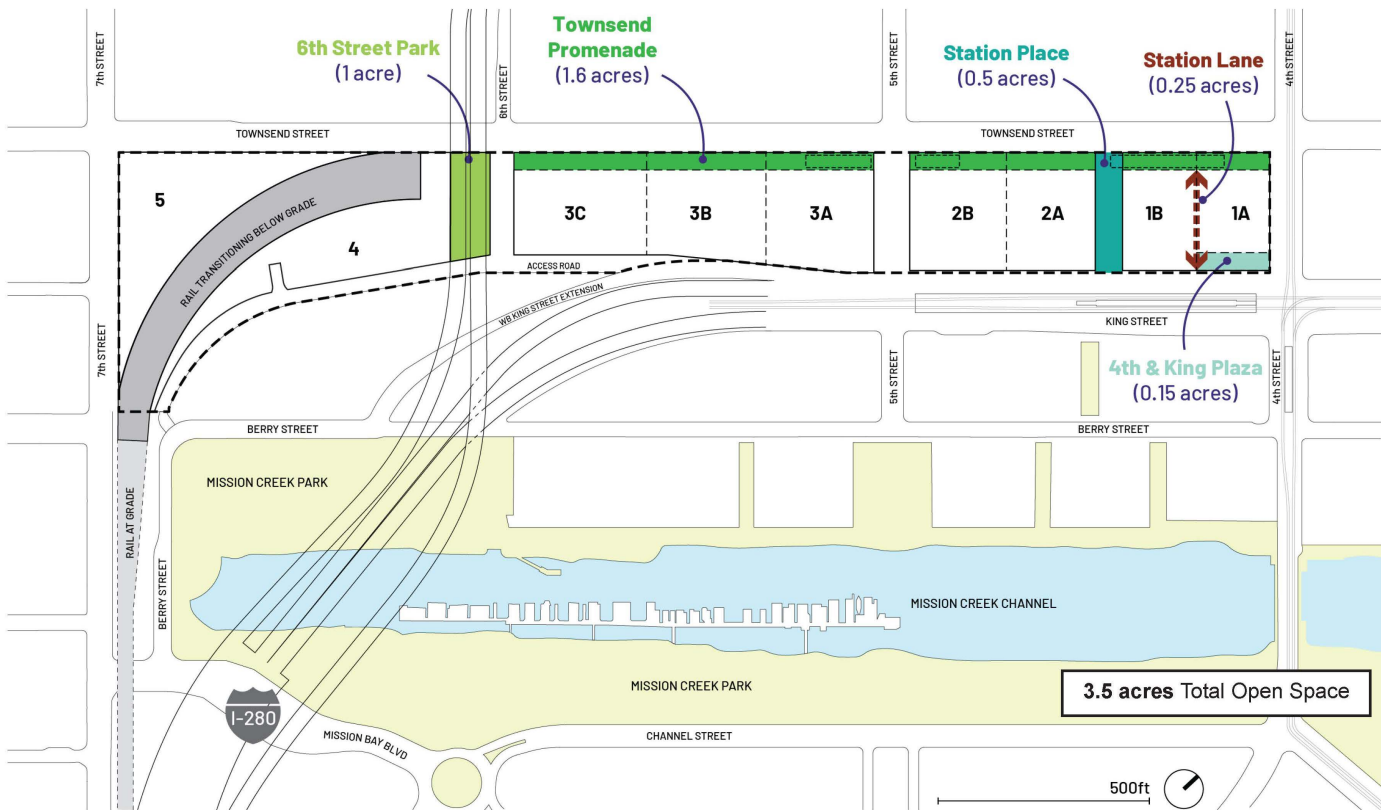


**4A – Open Space Plan
Proposed Project**



**4B – Open Space Plan
At-Grade Rail Variant**

- LEGEND**
- Project Boundary
 - Parcel Boundary
 - Rail Access
 - Station Lane (indoor or outdoor)
 - Station Place (pedestrian-only)
 - Townsend Promenade
 - 5th Street Park
 - 6th Street Park
 - 4th & King Plaza



**4C – Open Space Plan Fifth
Street Variant**

INTENTIONALLY BLANK

- **Sixth Street Park.** The proposed approximately 1-acre park would be located under the existing highway overpass on Sixth Street between Blocks 3 and 4. This park would provide a through-block connection between Townsend Street and the Westbound King Street Extension and would include active recreation uses such as a basketball court, climbing wall, and/or pickleball court. The park may also provide amphitheater-style seating and landscaping. Under the At-Grade Rail Variant for both scenarios, Sixth Street Park would be in the form of two pocket parks bisected by the at-grade rail enclosure, with one pocket park facing Townsend Street and the other facing the Westbound King Street Extension.

Transportation and Circulation Plan

Proposed Project Street Improvements

Figure 5 shows the proposed street plan, including improvements that would be made by other agencies (either the Transbay Joint Powers Authority or the San Francisco Office of Community Investment and Infrastructure). Street improvements by other agencies are described in the following section. The project site would be accessible for all modes of transportation—transit, vehicles, bicycles, and pedestrians—via Townsend Street, King Street, Fourth Street, Sixth Street, and Seventh Street, and the Westbound King Street Extension and Access Lane (described below). Two-way truck access would be accommodated along Seventh, Townsend, Sixth, Fourth, and King streets.

Proposed project improvements to existing streets and proposed streets are described below:

- **Seventh Street.** Improvements to the east side of the segment of Seventh Street between Berry and Townsend streets would include retaining two northbound lanes and one southbound lane and the one-way class IV bike lanes on both sides of the street. The proposed improvements would occur within the existing right-of-way, and an approximately 6.5-foot-wide buffer would be created between the northbound bike lane on the east side of the street and a new 15-foot-wide sidewalk.
- **Fourth Street.** Both existing southbound lanes on Fourth Street would be maintained between Townsend and King streets to accommodate heavy through-lane and right-turn volumes. The sidewalk on the west side of Fourth Street would be widened to 12 feet by eliminating the existing on-street passenger loading zone, to improve pedestrian crossing safety at King Street and to provide a connection to the new Caltrain Station. The on-street passenger loading for Block 1 would be located on King and Townsend streets.
- **King Street.** The King Street travel lanes between Fourth and Fifth streets would be narrowed to accommodate the addition of a westbound left-turn pocket onto Fifth Street. The proposed project would also upgrade the existing traffic signal at the intersection of King and Fifth streets to create a U-turn signal for left turns onto Fifth Street.
- **Interior Neighborhood.** Proposed private interior neighborhood streets include the following to create a continuous street network within the project site, and to establish connections between the SoMa and Mission Bay neighborhoods:
 - **Sixth Street.** The portion of Sixth Street between Townsend Street and the Westbound King Street Extension would be a two-way lane with truck and fire access.
 - **Mid-block Lane on Block 3.** The mid-block lane on Block 3 would serve as a pedestrian and vehicle connection between Townsend Street and the Westbound King Street Extension. The mid-block lane

would be at least 40 feet wide and would be located either between Blocks 3C and 3B or between Blocks 3B and 3A.

- **Access Lane.** A one-way westbound private lane would be provided from the Westbound King Street Extension and would connect to Berry Street. The Access Lane would be 20 feet wide beginning mid-block at Block 3 to provide fire truck and vehicular access to the building on Block 4 and would narrow to 12 feet wide when approaching Berry Street.
- **Fifth Street Driveway.** The southern portion of Fifth Street between Townsend and King streets would create a new sidewalk on the east and west side of Fifth Street for pedestrian access. This portion of Fifth Street would also become a driveway to facilitate vehicular access to the buildings on Blocks 2 and 3 from King Street, but would not provide a connection between Townsend and King streets. Under the Fifth Street Variant, this street would provide one northbound travel lane and bicycle lanes in each direction, as described above.

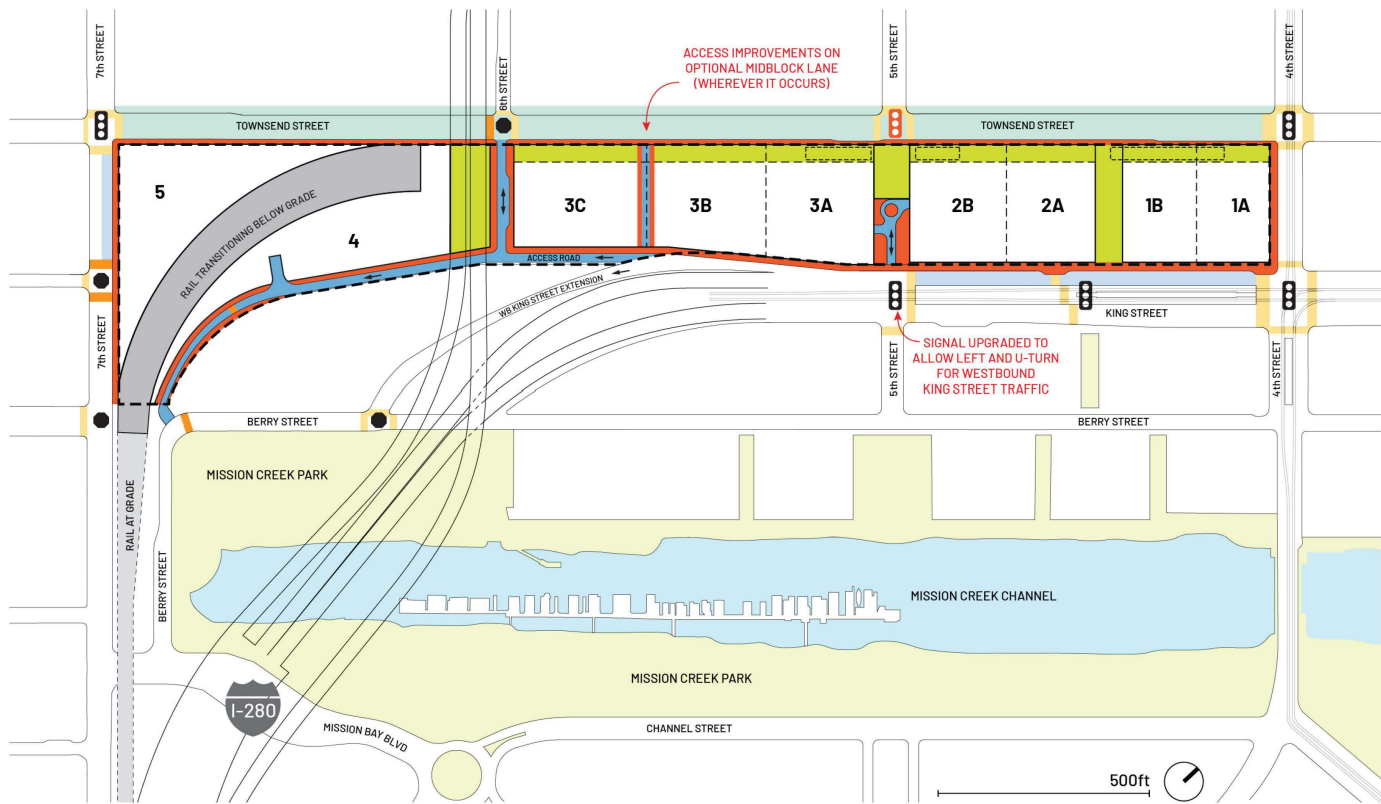
Street Improvements In Project Area by Other Agencies

- **Westbound King Street Extension.** As part of the Mission Bay redevelopment project, the San Francisco Office of Community Investment and Infrastructure is planning to improve and complete the currently unbuilt segment of the portion of King Street between Fifth and Sixth streets that would connect to Berry Street (Westbound King Street Extension). This segment is located between the project site and the I-280 on-ramp and would provide pedestrian and vehicular access to the mid-block lane on Block 3 (described below) and the new segment of Sixth Street. It would also allow westbound traffic on King Street to navigate to Seventh Street and Berry Street in lieu of getting on the I-280 ramp.
- **Townsend Street.** As part of the Portal Project, TJPA would construct Townsend Street improvements between Seventh and Fourth streets, including a new traffic signal at the intersection of Townsend and Fifth streets. The improvements to the south side of Townsend Street include an approximately 8 to 14.5-foot-wide sidewalk between Fourth and Seventh streets, and a 6-foot-wide buffer created between the eastbound bike lane and new sidewalk between Fifth and Seventh streets.

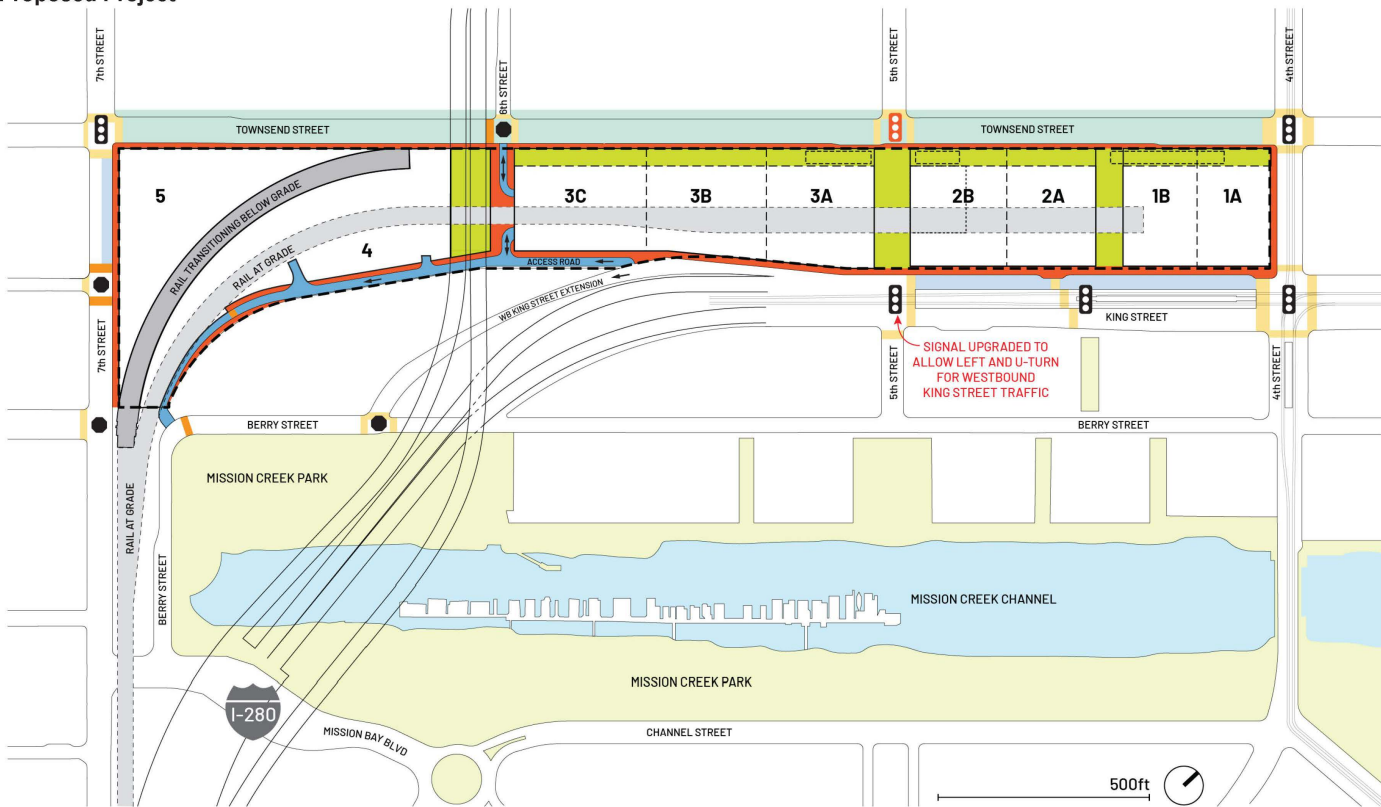
New Caltrain Station and Caltrain Tunnel

The proposed project would construct a new modernized Caltrain Station to serve as a transit hub and to support future connectivity to existing and planned infrastructure projects such as TJPA's Portal Project. These efforts are being coordinated between various City and County of San Francisco agencies, Caltrain, and TJPA. The Caltrain Tunnel would be adjacent to the Portal Tunnel. The Caltrain Tunnel would begin to transition from at-grade to below grade at the same location as the Portal Tunnel near Seventh and Berry streets, and then would extend below Blocks 2 and 3, terminating at the western edge of Block 1. The Caltrain Tunnel would transition from 35 feet below grade near Sixth Street to 60 feet below grade when approaching Block 1. The Caltrain Tunnel platform would be approximately 35 feet wide and 875 feet long and would extend from the west end of Block 1 to the middle of Block 3, where 10-car trainsets would arrive and depart. A concourse level approximately 25 feet above the platform (or approximately 35 feet below grade) would include passenger services such as ticket vending machines, possible fare collection control points, information and directional signage, and waiting areas and other necessary mechanical and maintenance equipment.

The Caltrain platforms would be accessed from the new Caltrain Station Hall on Block 1 and from Townsend Street.

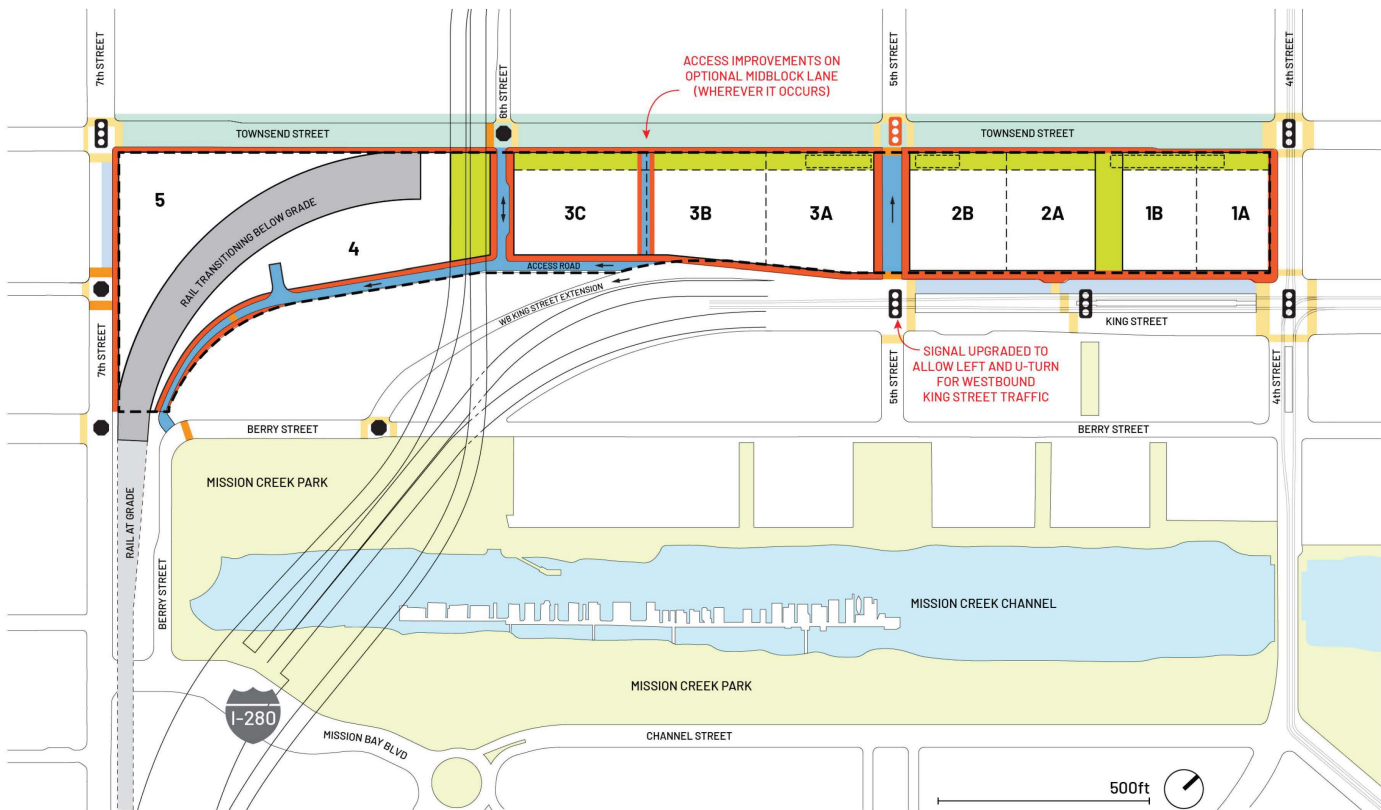


**5A – Street Improvement Plan
Proposed Project**



**5B – Street Improvement Plan
At-Grade Rail Variant**

LEGEND							
	Project Boundary		New / Improved Pedestrian Connection		New Vehicle Access		Existing Signal
	Parcel Boundary		New Pedestrian Crossing		Lane Reconfiguration		Planned Signal (by others)
	Rail Access		Existing Pedestrian Crossing		Part of Portal Project		Existing 1- or 2-way Stop



**5C – Street Improvement Plan
Fifth Street Variant**

INTENTIONALLY BLANK

Transportation Demand Management

The proposed project would include a Transportation Demand Management program that would implement measures to reduce vehicle trips and encourage alternative modes of transportation such as Muni and Caltrain, walking, biking, and other transit. The proposed project would also implement amenities and education strategies regarding transportation choices, such as transit dashboards in building lobbies, real-time occupancy data for shared parking facilities, and production of brochures and newsletters.

Vehicle Parking

As shown in Table 1 and Table 2, pp. 8 and 9, the proposed project's Maximum Commercial and Maximum Residential scenarios would provide approximately 2,987 and 4,035 off-street vehicle parking spaces, respectively. The proposed project would include 50 off-street parking spaces to replace Caltrain's existing facilities and accommodate future growth, which are included in the parking totals described above. All development blocks would allow but would not require below-grade off-street parking. Except for Block 1, which would be developed with the new Caltrain Station, all development blocks would also allow but not require above-grade accessory podium parking. The proposed project would include car-share parking spaces that meet or exceed current planning code requirements. All residential parking would be unbundled (see **Figure 6**).¹⁷ The special use district would permit accessory parking located within one block to be allocated to and serve permitted uses located in another block within the special use district, provided that the total amount of parking within the special use district remains within the applicable cumulative maximums.

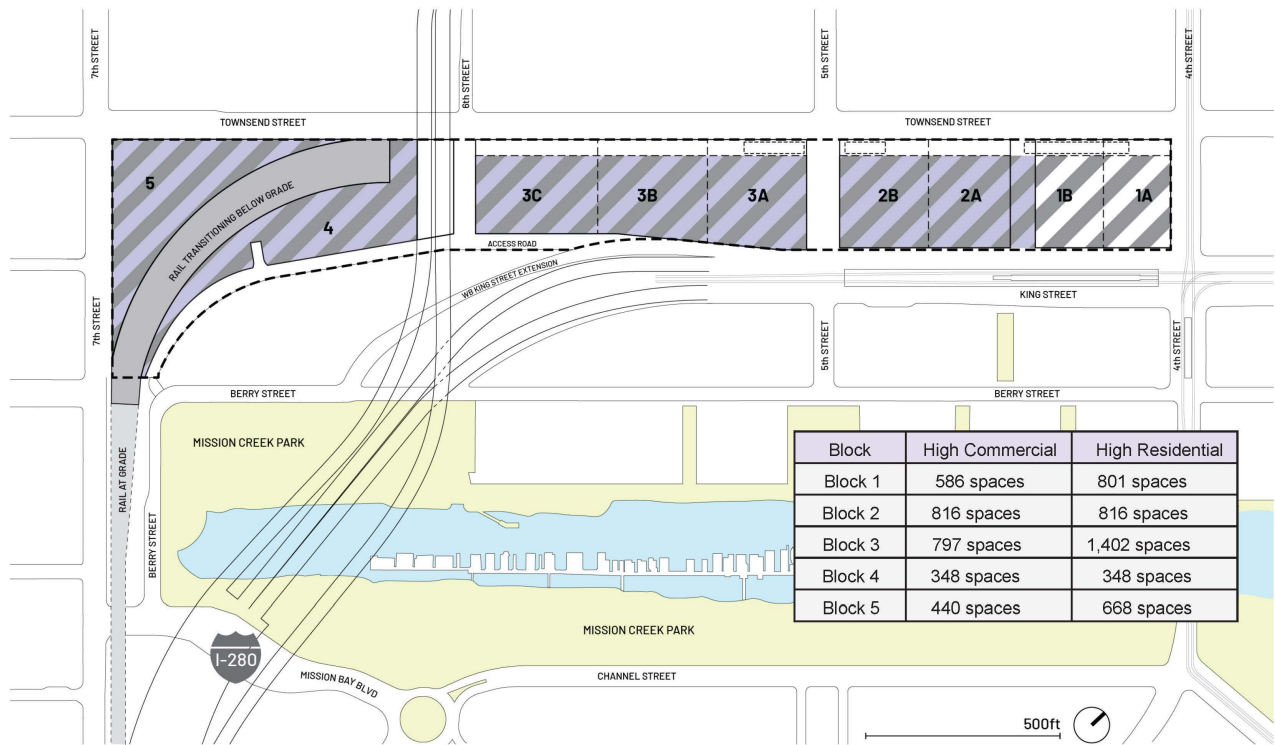
Bicycle Parking

As shown in Table 1 and Table 2, pp. 8 and 9, the proposed project's Maximum Commercial and Maximum Residential scenarios would provide approximately 2,249 and 2,954 class 1¹⁸ bicycle parking spaces, respectively, with a proportionate number of such spaces located within each building on the ground floor, on the first sub-grade level, on mezzanines, or in other areas of the building as permitted by the planning code. The proposed project would include up to 565 class 1 bicycle parking spaces dedicated to Caltrain riders, with access to the Station, which are included in the class 1 totals described above. The proposed project's Maximum Commercial and Maximum Residential scenarios would also include between approximately 358 and 482 class 2¹⁹ bicycle parking spaces, respectively, located in the right-of-way adjacent to each building, in the publicly accessible open space, or in other areas permitted by the planning code.

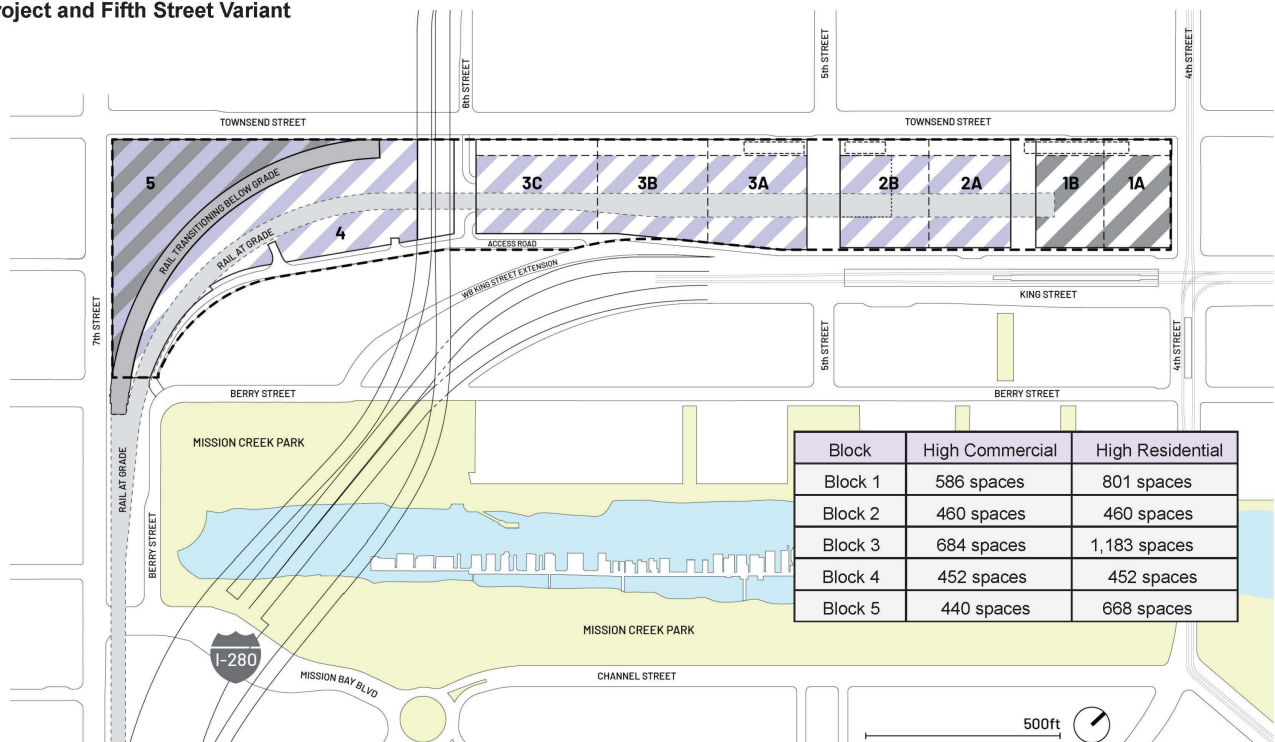
¹⁷ Unbundled parking spaces are leased or sold separately from the rental or for-sale units so that residents or tenants have the option of renting or buying a parking space at an additional cost.

¹⁸ Section 155.1(a) of the planning code defines *class 1 bicycle spaces* as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees."

¹⁹ Section 155.1(a) of the planning code defines *class 2 bicycle spaces* as "spaces located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."



6A – Off-Street Parking Plan Proposed Project and Fifth Street Variant



6B – Off-Street Parking Plan At-Grade Rail Variant

- LEGEND**
- Project Boundary
 - Parcel Boundary
 - Rail Access
 - Below Grade Parking
 - Above Grade Parking
 - Above & Below Grade Parking

SOURCE: Prologis 4th and King LLC, 2026

Railyards Mixed-Use Development Project

FIGURE 6
OFF-STREET PARKING PLAN

Pedestrian and Bicycle Network

The proposed project would replace in-kind existing bike share facilities, and the other existing micromobility facilities (i.e., scooter charging docks) at the Caltrain Station. The proposed project would include a network of new pedestrian pathways and class I, II, and IV bicycle facilities to encourage multi-modal transportation in connection with the new Caltrain Station and nearby public transit options.

Under the special use district, bike amenities would meet or exceed planning code requirements.

Infrastructure and Utilities

The proposed project would include water, wastewater, stormwater, recycled water, electricity, and other utility infrastructure. It would also include construction of transportation and circulation improvements, geotechnical improvements, site grading for resilience against sea level rise, and approximately 3.50 to 4.3 acres of publicly accessible open space.

Sustainability Plan and Sea Level Rise

The proposed project would establish a sustainability plan outlining performance and monitoring goals for its operation. The proposed project would comply with the state's Title 24 requirements, the San Francisco Green Building Requirements for renewable energy, and the Better Roof Requirements for Renewable Energy Standards.

The project site lies within an area at risk of inundation due to sea level rise and coastal flooding events based on studies prepared by the City, the Port of San Francisco, TJPA, and the U.S. Army Corps of Engineers for San Francisco. To address the potential hazard of future sea level rise and coastal flooding events, the proposed project would be designed with raised ground-level finished floors. In addition, the combined sewer system laterals would be installed with backwater valves to prevent flooding inside the buildings.

Project Phasing

Completion of the proposed project would require two preconditions: the completion of the Portal Project, which is a separate project currently being designed by TJPA, and the construction of an offsite train storage and maintenance facility that would replace the functionality of the current Railyard, which is part of the proposed project. However, early phases of the development could proceed before completion of those improvements, as described below. For purposes of the project description, the letter phases (Phases A and B) refer to the work for the new Caltrain Station and rail facilities and are referred to as Rail Infrastructure Phases A and B. The numbered phases (Phases 1 and 2) refer to the mixed-use development and associated improvements, including utilities and roadways and are referred to as Development Phases 1 and 2.

Rail Infrastructure Phase A: Railyards Reconfiguration

Before initial vertical development on Block 1, Rail Infrastructure Phase A would move the existing at-grade Railyard platforms and tracks approximately 200 feet to the west of their current location, or about 300 feet away from Fourth Street to the southwestern border of Block 1, to create space for the initial Block 1 development to occur. This work would consist of reconfiguration of the mainline and yard tracks leading into the Railyards, construction of new Caltrain tracks and maintenance pathways on the west end of the site (closest to Seventh Street) for storage and overnight/light train maintenance, and the construction of new

platforms designed to support level-boarding. Rail Infrastructure Phase A could occur before, after, or concurrently with the construction of the Portal Project and the offsite train storage and maintenance facility. The Rail Infrastructure Phase A configuration would allow Caltrain to operate up to eight trains per hour per direction in the peak hours, matching the capacity of the current configuration, and to conduct overnight train storage and light maintenance at the Railyard (see **Figure 7**).

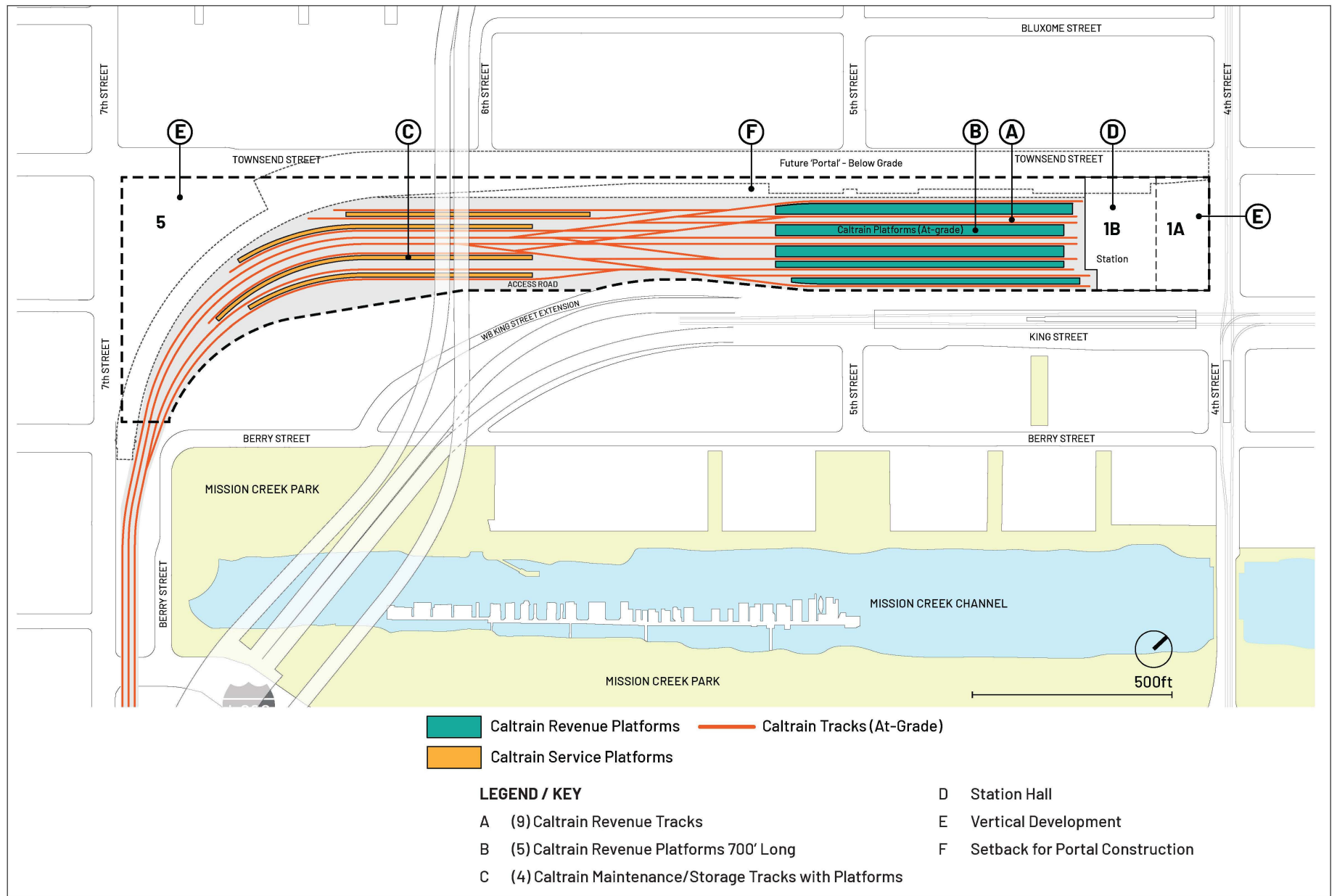
Development Phase 1: Blocks 1 and 5

After relocation of the Railyard platforms and tracks farther west on the project site, Development Phase 1 could be implemented. Construction would commence for the two buildings on Block 1 (including the new Caltrain Station Hall) and the new building on the west side of the project site on Block 5 at the corner of Seventh and Townsend streets. Development Phase 1 of the proposed project could be implemented before, after, or concurrently with construction of the Portal Project and the offsite train storage and maintenance facility.

Rail Infrastructure Phase B: Caltrain Tunnel and Offsite Train Storage and Maintenance Facility

The decision to proceed with the Caltrain Tunnel below grade as under the proposed project or the At-Grade Variant would occur prior to construction of Rail Infrastructure Phase B. As part of Rail Infrastructure Phase B, the proposed project and Fifth Street Variant would involve development of the Caltrain Tunnel and an offsite train storage and maintenance facility to store and service trainsets used in connection with the new Caltrain Station before the start of Phase 2. Rail Infrastructure Phase B construction would occur after the construction of the underground tracks and platforms for the Portal Project. During Phase B under the proposed project and Fifth Street Variant, construction of the Caltrain Tunnel would include a below-grade tunnel and station box adjacent to the Portal Tunnel with one service platform and two tracks that terminate at Block 1. During Railyard Infrastructure Phase B of the At-Grade Rail Variant, the one service platform and two tracks that would terminate at Block 1 would be constructed in an at-grade rail enclosure running parallel to Townsend Street generally mid-block between Townsend and King streets, rather than being constructed in a below-grade Caltrain Tunnel as under the proposed project. Rail Infrastructure Phase B under the At-Grade Rail Variant would still involve development of an offsite train storage and maintenance facility.

The location of the offsite train storage and maintenance facility is currently unknown and would be determined during implementation of the proposed project but would meet the following criteria: (1) adjacent and generally parallel to the existing Caltrain right-of-way, (2) generally located between the Caltrain Station at Fourth and King streets and San Francisco International Airport, and (3) occupying an area of roughly 15 to 30 acres. The offsite storage location would be required to accommodate at least 13 10-car trainsets on an electrified track (including overhead catenary systems and supportive infrastructure such as a traction power substation) and approximately 100,000 square feet of enclosed and unenclosed support areas. These support areas would include a surface parking lot with 100 stalls for employee parking, office space, crew/locker rooms, restroom facilities, service and inspection tracks, and various overnight servicing equipment and facilities. The offsite train storage and maintenance facility will be analyzed at a program-level in the EIR as described under “Project Summary,” above.



SOURCE: Prologis 4th and King LLC, 2026

Railyards Mixed-Use Development Project

FIGURE 7
RAIL INFRASTRUCTURE PHASE A AND DEVELOPMENT PHASE 1

For the offsite train storage and maintenance facility, approximately 45,000 linear feet of track are assumed to account for train storage, connections between storage tracks, yard track for train movement, lead track connecting the storage tracks to the mainline, and flyover track. The flyover provides a path for trains to merge onto the mainline without conflicting with other movements. Depending on the location of the offsite train storage and maintenance facility, more or less linear feet of track may be required to accommodate the storage, light maintenance, and movement of trains. The Rail Infrastructure Phase B construction described above would occur after the construction of the underground tracks and platforms for the Portal Project. Removal of the Railyard platforms and tracks that were constructed in Rail Infrastructure Phase A could only occur after completion of the offsite train storage and maintenance facility and the Portal Project, which would allow for construction of Development Phase 2.

Development Phase 2: Blocks 2, 3, and 4

Phase 2 of the development could only be implemented after construction of the Portal Project and an offsite train storage and maintenance facility. Development on Blocks 2, 3, and 4 would occur in Development Phase 2.

Project Construction

SCHEDULE

Project construction would occur in four main construction phases, with the two main phases of vertical development being further divided into subphases. Two of the phases (Phases A and B) involve reconfiguration and relocation of Railyard infrastructure (Railyard Infrastructure Phases A and B), and the other two phases involve construction of development on five development blocks (Development Phase 1 Blocks 1 and 5, Development Phase 2 Blocks 2, 3, and 4). The project phasing is described above. Construction of each phase would consist of five components: (1) demolition and site preparation, (2) grading and ground improvements, (3) building construction, (4) architectural coating, and (5) paving. Development Phases 1 and 2 would be further divided into subphases: development of Block 1 in Phase 1.1; development of Block 5 in Phase 1.2; development of Block 2 in Phase 2.1; development of Block 3 in Phase 2.2; and development of Block 4 in Phase 2.3.

Construction under Rail Infrastructure Phase A and Development Phase 1 could occur before, after, or concurrently with construction of the Portal Tunnel and the offsite train storage and maintenance facility and is expected to be complete by the end of 2035. Rail Infrastructure Phase B and the Development Phase 2 would occur after completion of the Portal Tunnel. All rail infrastructure and development are anticipated to be complete by 2042. Construction activities would occur 5 days a week. Construction activities may need to occur at night and on weekends to accommodate rail operations. Caltrain service would continue during construction, although service levels or operations may be temporarily modified during certain portions of the trackwork.

SOIL EXCAVATION AND GRADING

The proposed project would require demolishing the existing structures and Railyard facilities on the project site. The proposed grading plan would maintain the project site's existing drainage patterns.

The proposed project would require approximately 1,482,370 cubic yards of excavation and soil export over the 18.63-acre site, including excavation associated with building foundations, below-grade parking and support areas, rail infrastructure, utility infrastructure, ground improvements, and other site preparation activities. The maximum excavation depth for the building basements and foundations would be approximately 65 feet below ground surface. Deep foundations are anticipated for all buildings. The buildings would be founded on drilled piles, which may be either cast-in-drilled-hole piles or drilled displacement augercast piles. The type of pile would depend on subgrade conditions and the structural demands of each building. The cast-in-drilled-hole piles would be between 2 and 6 feet in diameter and would extend to an overall maximum depth of approximately 200 feet; the augercast piles would be between 1.5 and 3 feet in diameter and would extend to an overall maximum depth of 100 feet. The Caltrain Tunnel foundation is anticipated to be composed of reinforced concrete micro-piles to a depth of approximately 80 feet.

Required Project Approvals

After the completion of environmental review, the proposed project and project variants would require review and approvals by state, regional, and local agencies with jurisdiction, including but not limited to those listed below.²⁰ The proposed project would have a development agreement, which is a contract between the project sponsor and the City that outlines development rights, public benefits, and implementation plans for the proposed project.

Federal Agencies

FEDERAL RAILROAD ADMINISTRATION (FRA)

- Any required approvals of rail modifications.

SURFACE TRANSPORTATION BOARD

- Any required approvals of rail modifications.

State and Regional Agencies

PENINSULA CORRIDOR JOINT POWERS BOARD (CALTRAIN)

- Approval of any real estate agreement with Prologis 4th & King LLC.
- Participation in the environmental review process as a responsible agency under the California Environmental Quality Act (CEQA), which will require action by the Peninsula Corridor Joint Powers Board.
- Approval of rail modifications.

CALIFORNIA PUBLIC UTILITIES COMMISSION

- Approval of any relocated Pacific Gas and Electric Company operations, if applicable.
- Any required approvals of rail modifications.

²⁰ Development of the offsite storage facility will require additional approvals, which may be subject to approval by a different jurisdiction, depending on the exact location.

BAY AREA AIR DISTRICT

- Approval of any necessary air quality permits (e.g., Authority to Construct and Permit to Operate) for individual air pollution sources, such as boilers and emergency diesel generators.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

- Approval of an amendment to the Covenant and Environmental Restriction on Property that is recorded against the project site to allow for residential uses on Block 5.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

- Approval of an encroachment permit for work along the King Street/I-280 ramps and for a portion of the work beneath the Sixth Street freeway structure.

Local Agencies

SAN FRANCISCO BOARD OF SUPERVISORS

- Approval of general plan amendments.
- Approval of planning code amendments and associated zoning map amendments.
- Approval of a development agreement.
- Approval of final subdivision map.
- Approval of street vacations, dedications, and easements for public improvements, and acceptance of (or delegation to the Public Works Director to accept) public improvements, as necessary.
- Approval of amendments to the Mission Bay North Redevelopment Plan.

SAN FRANCISCO PLANNING COMMISSION

- Certification of the final EIR.
- Approval of Proposition M office allocation per planning code section 321, to the extent applicable.
- Initiation and recommendation to the board of supervisors to approve amendments to the general plan.
- Initiation and recommendation to the board of supervisors to approve planning code amendments adopting a special use district and associated zoning map amendments.
- Recommendation to the board of supervisors to approve a development agreement.
- Recommendation to the board of supervisors to approve amendments to the Mission Bay North Redevelopment Plan
- Approval of the design standards and guidelines (DSG)
- (If applicable) Approval of shadow on publicly accessible open space under the jurisdiction of the Recreation and Park Commission after consultation with the Recreation and Park Commission (planning code section 295).

OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE SUCCESSOR AGENCY COMMISSION

- Recommendation to the board of supervisors to amend the Mission Bay North Redevelopment Plan.

SAN FRANCISCO PUBLIC UTILITIES COMMISSION

- Consent to development agreement.
- Approval of the stormwater and wastewater plans

SAN FRANCISCO PUBLIC WORKS

- Review of subdivision maps and presentation to the board of supervisors for approval.
- Consent to development agreement.
- Issuance of public works street vacation order, if applicable.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

- Approval of transit improvements and infrastructure including certain roadway improvements, bicycle infrastructure, and loading zones, to the extent included in the project.
- Consent to development agreement.

SAN FRANCISCO FIRE DEPARTMENT

- Consent to development agreement.

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

- Oversight of compliance with San Francisco Health Code article 22A (Maher Ordinance).
- Oversight of compliance with San Francisco Health Code article 38 (Enhanced Ventilation for Urban Developments).

TRANSBAY JOINT POWERS AUTHORITY

- Approval of any easements or other property rights agreements with Prologis 4th & King LLC and Caltrain to facilitate development of the proposed project and the adjacent Portal Project

Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental effects. Therefore, the San Francisco Planning Department will prepare an initial study, consistent with CEQA Guidelines sections 15063(b)(1)(A) and 15063(c)(3), to provide documentation for determining which of the proposed project's effects warrant more detailed environmental analysis in the EIR. As required by CEQA, the EIR will further examine those issues identified in the initial study that could result in potentially significant effects; will identify mitigation measures; and will analyze whether the proposed mitigation measures would reduce the environmental effects to less-than-significant levels. The initial study will be published as an appendix to the EIR.

The initial study and EIR will be prepared in compliance with CEQA (California Public Resources Code section 21000 et seq.), the CEQA Guidelines, and San Francisco Administrative Code chapter 31 and will address project-specific construction-related and operational impacts. The initial study and EIR are informational documents for use by governmental agencies and the public to aid in the planning and decision-making process. The initial study and EIR will disclose any physical environmental effects of the proposed project and identify possible ways of reducing or avoiding their potentially significant impacts.

The initial study and EIR will evaluate the environmental impacts of the proposed project resulting from construction and operational activities and will propose mitigation measures for impacts determined to be significant. The initial study and EIR also will identify potential cumulative impacts that consider impacts of the proposed project in combination with impacts of other cumulative projects. The initial study and EIR will address all environmental topics on the San Francisco Planning Department's CEQA environmental checklist, including the following environmental topics:

- Land Use and Planning
- Aesthetics
- Population and Housing
- Cultural Resources
- Tribal Cultural Resources
- Transportation and Circulation
- Noise and Vibration
- Air Quality
- Greenhouse Gas Emissions
- Wind
- Shadow²¹
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology, Soils, and Paleontological Resources
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

In addition, the EIR will include an analysis of the comparative environmental impacts of feasible alternatives to the proposed project that would reduce or avoid one or more of the significant impacts of the project while still meeting most of the project objectives, as well as any alternatives that were considered but rejected. The

²¹ At the time of this notice's publication, the San Francisco board of supervisors is considering legislation to amend the city's Administrative Code Chapter 31 to simplify and streamline the local environmental review process. If approved in its current form, shadow analysis would be removed as a topic from the local CEQA process and, consequently, shadow would not be included in this project's EIR. More information about the ordinance is available online under Board File No. 260539 at: <https://sfgov.legistar.com/LegislationDetail.aspx?ID=8037405&GUID=29C84DB5-FBC5-42C8-B7FC-4AFE37B7A1BB&Options=ID|Text|&Search=260539>.

EIR will evaluate a No Project Alternative, which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented, as well as additional project alternatives (such as a reduced density alternative) that would have the potential to reduce or avoid any significant environmental impacts of the proposed project. The EIR also will include a discussion of topics required by CEQA, including the proposed project's growth-inducing impacts, significant unavoidable impacts, significant irreversible impacts, any known controversy associated with the project and its environmental effects, and issues to be resolved by decision-makers. It will also identify the environmentally superior alternative.

The proposed project development at 700 Fourth Street in San Francisco meets all the requirements of a transit-oriented infill development project under California Public Resources Code section 21099. However, the location of the offsite train storage and maintenance facility is not yet determined and it is unknown if this project component would meet all the requirements of a transit-oriented infill development project under California Public Resources Code section 21099. The EIR will analyze potential significant environmental effects related to aesthetics and parking. Visual renderings will be included in the project description of the EIR.

Finding

This project may have a significant effect on the environment and an EIR is required. This finding is based upon the criteria of CEQA Guidelines section 15063 (Initial Study), section 15064 (Determining Significant Effect), and section 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to eliminate or minimize the significant effects, and to describe and analyze possible alternatives to the proposed project.

Preparation of an NOP or EIR does not indicate a decision by the City to approve or disapprove the project. However, before making any such decision, the decision makers must review and consider the information contained in the EIR.

Public Scoping Comments and Scoping Meeting

The department welcomes your comments concerning potential environmental effects of this project. Written comments will be accepted until 5:00 p.m. on October 30, 2026. Written comments should be sent to Ryan Shum, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.RailyardsEIR@sfgov.org, and should reference the project title and case number on the front of this notice.

Pursuant to California Public Resources Code section 21083.9 and CEQA Guidelines section 15206, the department will also hold a public scoping meeting to solicit public comments concerning the scope of the EIR. **The meeting will be held on October 14, 2026, starting at 5:30 p.m. at the San Francisco Planning Department, 49 South Van Ness Avenue, Room C (first floor), San Francisco, CA 94103.** To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting.

State Agencies: If you work for a responsible or trustee state agency, we need to know the views of your agency regarding the scope and content of the environmental information about the proposed project that are germane to your agency's statutory responsibilities. Your agency may need to use the EIR when

considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning the environmental review of the proposed project, please contact Ryan Shum at 628.652.7542 or CPC.RailyardsEIR@sfgov.org.

Members of the public are not required to provide personal identifying information when they communicate with the planning commission or the planning department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

Recipients of this notice are encouraged to pass on this information to others who may have an interest in the project.

September 30, 2026

Date



Lisa Gibson

Environmental Review Officer