



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: JULY 25, 2019

Date: July 18, 2019
Case No.: **2013.0208 PHA**
Project Name: **Mission Rock (aka Seawall Lot 337 / Pier 48)**
Existing Zoning: Mission Rock Mixed-Use District / Mission Rock Special Use District;
Mission Rock Height and Bulk District
Block/Lot: 8719/ 006 and 9900/048
Project Sponsor: SWL 337 Associates, LLC
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Recommendation: **Informational Only**

On February 13, 2018, the Board of Supervisors approved the Mission Rock Mixed-Use Project (“Project”). Actions approving the Project included but were not limited to: (1) the establishment of the Mission Rock Special Use District (“SUD”); (2) establishment of the Mission Rock Design Controls document; and (3) approval of the Disposition and Development Agreement (“DDA”) between the Port and SWL 337, Associates, LLC, the master developer.

The DDA outline requirements for Phase Submittals to the Port prior to commencing construction of each phase. For Mission Rock, the Phase Submittal is required to provide an overview of the design and financing in sufficient detail for the Port to determine consistency with the DDA. Relatedly, the SUD requires that the Developer provide an informational presentation to the Planning Commission prior to each Phase Submittal’s approval by the Port.

As proposed, Mission Rock Phase 1 includes the construction of infrastructure, extension of the street grid, new parks and open space, and preparation of four development pads that will support and enable the development of approximately 630 residential units, 550,000 gsf of office, and approximately 65,000 gsf of retail space.

More detail about the Phase Submittal is provided in the attached memo provided by the developer.

Attachment:

Summary of Mission Rock Phase 1 Submittal

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Summary of Mission Rock Phase 1 Submittal

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In accordance with the February 5th 2018 legislative amendments associated with Mission Rock's Special Use District, the Board of Supervisors requested that in addition to any hearings required under the Disposition and Development Agreement (DDA), prior to Port Commission approval and during the applicable Phase Submittal review, the Developer shall make an informational presentation of the Phase 1 Submittal to the Planning Commission in order to seek comments. Applications for design review are required for all Vertical Improvements prior to issuance of site or buildings permits. The Phase 1 submittal (submitted on December 4, 2018 and revised on April 24, 2019) includes the development of the first 4 parcels: A and F (2 residential parcels) and B and G (2 commercial parcels). More information about Mission Rock including the subject full Phase Submittal (still under review) can be found here (<https://sfport.com/missionrock>).

Context

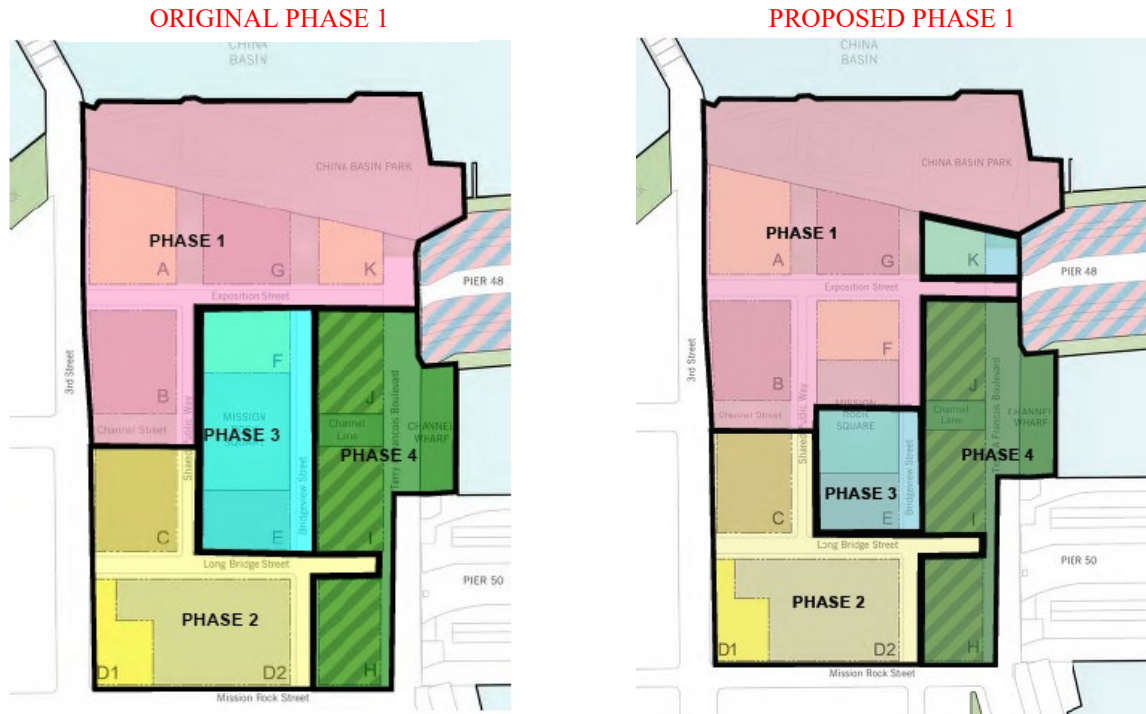
After more than a decade of planning and community outreach, an election and unanimous project approvals, the Port of San Francisco (the "Port") and Mission Rock Partners, LLC ("Developer") are ready to begin construction work related to the 28-Acre Site at Seawall Lot 337 ("The Project"). The Project Site is bounded by 3rd Street to the west, China Basin (McCovey Cove) to the north, San Francisco Bay to the east, and Mission Rock Street to the south. It contains 11 parcels, the historic rehabilitation of Pier 48, China Basin Park, Mission Rock Square, and a network of public open spaces, streets and pedestrian facilities. As envisioned, the mixed-use Project will include market-rate and affordable residential uses, commercial uses, retail uses, parking, shoreline improvements, infrastructure development and street improvements, and public open spaces.

The Phase 1 submittal (submitted on December 4, 2018 and revised on April 24, 2019) includes the development of the first 4 parcels A and F (2 residential parcels) and B and G (2 commercial parcels). Since early 2018, Mission Rock Partners (a Joint Venture between the San Francisco Giants and Tishman Speyer) has been working with their consultant team to develop designs for the Phase 1 infrastructure, which includes China Basin Park, the signature waterfront park for the project. Mission Rock Partners has also enlisted four design architects to develop the designs of the first 4 buildings constituting Phase 1.

Phase 1

The first phase of Mission Rock will encompass four buildings: A and F (2 residential parcels) and B and G (2 commercial parcels), adjacent streets and infrastructure, and the grand waterfront China Basin Park. We believe the first phase must create a strong sense of neighborhood from the beginning. This will be achieved not only by the design of and tenants inside each building, but also by the parks and programming elements of public space. We have proposed a change in the make-up of Phase 1 buildings from: A, B, G, and K to A, B, G, and F, per the figure below.

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Reasons for this change:

- Accelerate our delivery of critical affordable units. The change from K to F increases the number of residential units in the first phase by over 100 units, a corresponding increase in affordable units of over 40 units.
- A four sided intersection instead of a linear alignment creates a safer, more enjoyable, and livelier pedestrian and retail experience.
- The four corner grid layout creates a more complete mini-neighborhood that the tenants and visitors of the first phase can comfortably enjoy even during construction of the future phases.

Proposed Land Use

Parcel	Primary Land Use	Approx. Units	Building Stories	Approx. Building Size
A	Residential	~294	23	390,000 SF
B	Commercial	-	8	282,000 SF
G	Commercial	-	13	303,000 SF
F	Residential	~266	23	315,000 SF

With the above land use program in Phase 1, entitlements allow for up to 1,350 units and 915,000 of commercial square feet for potential development in later phases.

All buildings in Phase 1 will have ground floor retail totaling approximately 60,000 – 70,000 gsf.

Public Benefits

Housing Elements of Phase One

The two residential parcels in Phase One will be A and F. These are both 240’ tall buildings, and together will deliver a total of approximately 530-630 units. These buildings will deliver the applicable share of the affordable housing commitment, in conformance with the Housing Strategy set forth in the Mission Rock Development Agreement. The current projection for Phase 1 affordable housing units is expected to be between approximately 35% and 40%, of total units delivered. We are proposing to include a range of AMI levels within the first Phase, as outlined in the Housing Data Table below. Since architectural design has not yet been completed for these buildings, the below numbers are indicative only and show the intended unit ranges per building:

Phase 1 -Housing Data Table						
Residential Parcel	Total Residential Units	Total Inclusionary Units	Number of Inclusionary Units @ 90%	Number of Inclusionary Units @ 120%	Number of Inclusionary Units @ 150%	Anticipated Date of Completion (2)
Parcel A (1)	294	102	10	54	38	[2022]
Parcel F (1)	266	100	13	56	31	[2023]
Phase 1 Total	560	202	23	110	69	
<i>1) Total unit counts and inclusionary units are the best estimate as of April 2019, and subject to change with continuing building designs and approvals</i>						
<i>2) Anticipated date of completion does not replace outside date requirements in the documents</i>						

In keeping with the Housing Strategy, the residential buildings will deliver a range of size and unit types, from studios to three-bedrooms. The architectural design of the buildings is not yet complete enough to share a specific unit mix, but Phase 1 intends to include approximately 55-65% studios and one-bedroom units, and 35-45% two-bedroom and three-bedroom units.

Commercial Elements of Phase 1

Buildings B and G will together deliver approximately 550,000 square feet of office space. The developer is also exploring the inclusion of additional office space in Parcels A and/or F.

All four buildings will include neighborhood serving retail, totaling approximately 60,000-70,000 square feet. The retail is spread throughout the project at the ground floor level, with significant deliveries in later phases as well. The ground floors in Phase 1 have been configured to maximize retail space.

Sustainability & Resiliency

Phase 1 is expected to include two district-scale utility plants that are central components of the Mission Rock Sustainability Strategy: a District Energy System (DES) and a Blackwater Treatment System. The central DES plant is proposed to be in Parcel A based on its larger footprint, and the Blackwater Treatment Plant is anticipated to be in Parcel B.

The proposed Blackwater Treatment Plant will collect sanitary sewer flows from buildings to be treated and used for non-potable uses including toilet flushing, irrigation, and heating and cooling system water.

The proposed District Energy System is a district-wide heating and cooling system that provides hot and cold water piped underground in lieu of separate chillers and boilers in individual buildings. This system allows for energy efficiency and a dramatic reduction in system water use.

Mission Rock is designed for the development blocks to be elevated approximately 4 ½ feet to provide protection for up to 66 inches of sea level rise, which represents the high end of estimated SLR through 2100. China Basin Park, along the northern waterfront, is designed as a buffer during storm events, protecting buildings and critical infrastructure.

Parks and Public Realm

Mission Rock's public realm will be a network of distinct open spaces and lively, pedestrian-oriented streets. A defining component of the plan will be more intimate spaces across the site to support active and vital street life. The variety of public realm experiences integrated with active ground-floor building design and uses will create an inviting and memorable urban district. This network will include a waterfront park, a working wharf, a publicly accessible pier and apron, a neighborhood square, a waterfront gateway, and a neighborhood gateway.

China Basin Park will be a major public benefit associated with Phase 1. It is a five-acre waterfront resource that will be open to the public year round. China Basin Park is planned to include ample recreation and health/wellness opportunities, a new section of the Blue Greenway / Bay Trail, and programming elements. In addition to China Basin Park, several smaller public spaces and amenities will be created as part of Phase 1:

- Shared Public Way – a public street that prioritizes pedestrians and provides a lively public gathering space and retail environment
- pedestrian-only paseos that function as transitional open spaces between streets and China Basin Park
- two interim pedestrian plazas south of Parcels B and F,
- wide and safe sidewalks and pedestrian infrastructure,
- Public Art in the parks,
- a high-quality bicycle network for varied users,
- stormwater treatment, native planting, and other sustainable landscape features.

Programming is key to the success of Mission Rock's public space network. In order to create a world-class urban environment, the spaces need to feel active and vibrant, to give people a reason to visit the space, and a reason to return. These activities may include kayaking, children's programming, outdoor movies, fitness classes, food trucks, and live music.

The Mission Rock Public Spaces will be designed and operated with the primary goals of broad public access and a robust program of public activation. To achieve public activation, the Plan proposes a palette of event types for each public area, recognizing different conditions for each site. Preliminary ideas for these include small or 'quiet' events (fishing classes, temporary reading rooms, areas with free Wi-Fi); user-focused events (puppet shows, story hour, fitness classes, and maker workshops); and larger general audience events like live music, movie night, biergarten, and ballpark event-day entertainment.

Programming (recurring activations on a generally smaller scale) and events (generally larger-scale activations from time to time) are a key to the success of the public space network at the site, bringing people to public spaces again and again, fostering a community sense of ownership of the space. That said, public spaces must also provide ample space for members of the public seeking an “unprogrammed” or quiet contemplation park experience. The Parks Plan proposes adoption of the limitations on events set forth in the Project’s BCDC Permit which is also consistent with the limitation on park events in the Project’s approved DA.

Mission Rock Partners, in collaboration with the Port, are currently working on a Parks Plan as part of Phase 1 which will outline the standards to which the open spaces are maintained and operated. The completed Parks Plan is scheduled to be approved by the Port Commission in August.

Retail Program

The Retail Program will be designed specifically to activate the street-level and open spaces. The priority will be on local and smaller brands, focusing on small storefronts and spaces. The waterfront location will play a major factor in tenant selection, serving as a backdrop to attract tenants that engage the outdoors. Fitness, health, food, and beverage will be key components of the retail plan, in line with the direction of the overall retail market, which has moved towards a focus on experiences and services over items and things.

The ground floor connectivity of the four Phase 1 buildings creates an intersection and an exciting amalgamation of people, shops, residential, and office. Phase 1 planned to include over 30 retail spaces across four buildings, approximately 60,000-70,000 square feet in total.

Transportation

Mission Rock will promote and facilitate efficient and safe and sustainable transportation for all constituents. Phase 1 will include the following improvements and programs:

- ***Phase 1 Multimodal Circulation***

Phase 1 will include all portions of Exposition Street, including the roadbed, a westbound bicycle lane, eastbound bicycle route, curbside loading areas, sidewalks, and streetscape. It will also include the Shared Public Way and Bridgeview Street paseos north of Exposition Street and portions of Shared Public Way (fronting Blocks B and F) and Bridgeview Street, south of Exposition Street, will also be completed in this phase.

The portion of the Bay Trail/Blue Greenway completed in Phase 1 will couple with a temporary treatment on Terry A. Francois Boulevard to provide the main bicycle route through the site during Phase 1.

Existing transit lines serving the site include the T-Third light rail line, the N-Judah, the 22-Fillmore, the 30-Stockton and 45-Union-Stockton and the 10-Townsend. Caltrain’s 4th and King Terminus is also a six-minute walk from the site. BART will continue to offer connections to the northern Peninsula and the East Bay, with its Embarcadero, Montgomery, and 16th Street/Mission stations a short local transit ride from the site.

- ***Managing On-Site-Event-Related Travel Demand***

In partnership with City agencies, transportation/event operations staff at Oracle Park, and with the staff at Chase Center, the Mission Rock team will use a range of transportation demand management (TDM) and traffic management tools to manage peak trip demands during events, which may include: Mission Rock Website and/or Mobile App / Event-Specific E-mails and Other Communications / Neighborhood Constituent Communication / Wayfinding / Bicycle Valet, Parking / Incentives-Based Demand Management / Lane Adjustments / Navigation Apps / Traffic Control Personnel / Parking Control Officers etc.)

- ***Private Vehicle Parking***

Phase 1 does not include the construction of any new parking facilities. Portions of Lot A will continue to be used for vehicle parking, serving both on-site uses and Oracle Park. Space permitting, we anticipate that some supply will be made available to other Mission Bay tenants and visitors, including those associated with the Chase Center. Anticipated capacity is noted below:

Pier 48: As many as 750 to 1,000 spaces, pending demand and the use of valet operations.

Lot A (Remainder of Seawall Lot 337) will be the main parking supply for Oracle Park event attendees and, outside of event times, Mission Rock visitors. Pending construction activity on future phases, the lot could continue to accommodate 1,000 to 1,500 vehicles.

Construction vehicle circulation and logistics are being developed with the horizontal contractor, who was onboarded in June 2019.

Workforce

The Project Team is committed to making a good faith effort to contract with professional services consultants certified as LBEs and has partnered with the City of San Francisco Contract Monitoring Division ("CMD") to provide LBEs with meaningful opportunities to participate on this project. Across all scopes, the team will seek to, whenever practicable, engage contracting teams to reflect the diversity of the City and include participation of both businesses and residents from the City's most disadvantaged communities including, but not limited to the Bayview/Hunters Point, Chinatown, Mission, South of Market, Tenderloin, Visitacion Valley and Western Addition neighborhoods.

The project has an agreed upon goal of 10% for pre-construction services and 20% for construction work, overall and per discipline, and the Developer is encouraging all project participants to achieve a much higher percentage of fee and scope.

MMRP

As set forth by the Environmental Impact Report (EIR) a Mitigation Monitoring and Reporting Program has been established to regulate the measures required for Mission Rock. The following mitigation and monitoring measures will be put in place during the first phase:

Measure
Cultural Resources (Archeological Resources) Mitigation Measures
M-CP-2: Archeological Testing
Consultation with Descendant Communities
Archeological Testing Program (ATP)
Archeological Monitoring Program (AMP)
Archeological Data Recovery Program (ADRP)
Final Archeological Resources Report (FARR)
M-CP-3: Treatment of Human Remains
M-CP-4: Tribal Cultural Resources Interpretive Program
Transportation and Circulation Mitigation Measures
M-TR-3: Parking Garage and Intersection Queue Impacts
M-TR-4.1: Provide Fair-Share Contribution to Improve 10 Townsend
M-TR-4.2: Provide Fair-Share Contribution to Improve 30 Stockton Line
M-TR-6: Parking Garage and Intersection Queue Impacts on Transit Delay
M-TR-9: Install Traffic Signals / Improvements at 4th & Mission Rock St. / Long Bridge St.
M-TR-10: Bicycle-Truck Interface at Pier 48
M-TR-11.1: Commercial Loading Supply
M-TR-11.2: Delivery Coordination w/ Tenant Moving Activities

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Schedule

The schedule below summarizes the key Phase 1 milestones for Horizontal and Vertical developments.

Mission Rock Illustrative Summary Schedule

As of June 2019

