



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** January 18, 2018  
**TO:** Planning Commission  
**FROM:** Richard Sucre, Principal Planner & Michael Christensen, Planner  
**RE:** Pier 70 28-Acre Site Phase 1 Submittal  
Case No. 2014-001272DVA

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On December 15, 2017, the Board of Supervisors approved the legislative amendments associated with the Pier 70 Mixed-Use District Project (Project).

As part of the legislative amendments associated with Pier 70 Special Use District (Planning Code Section 249.79), the Board of Supervisors included a requirement for informational hearings of the Phase Submittals to the Historic Preservation Commission and Planning Commission. These informational hearings are required to the approval of the Phase Submittal by the Port of San Francisco. Each Phase Submittal highlights the scope of work undertaken by the developer relative to the Disposition and Development Agreement (DDA), which was entered into by the Board of Supervisors. The Phase 1 submittal includes the rehabilitation of Building 2 and Building 12, construction of infrastructure, extension of the street grid, construction of approximately 3.4 acres of new park and open space and preparation of the development pads for new residential and commercial development (Parcels A, C2A, C2B, D and E2).

Included with this memo is a summary memorandum from the developer, Forest City. On January 25, 2017, Forest City shall present a brief summary of the Phase 1 Submittal.

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# Pier 70 Phase 1 Overview

Summary Memorandum

Submitted 1/8/2018

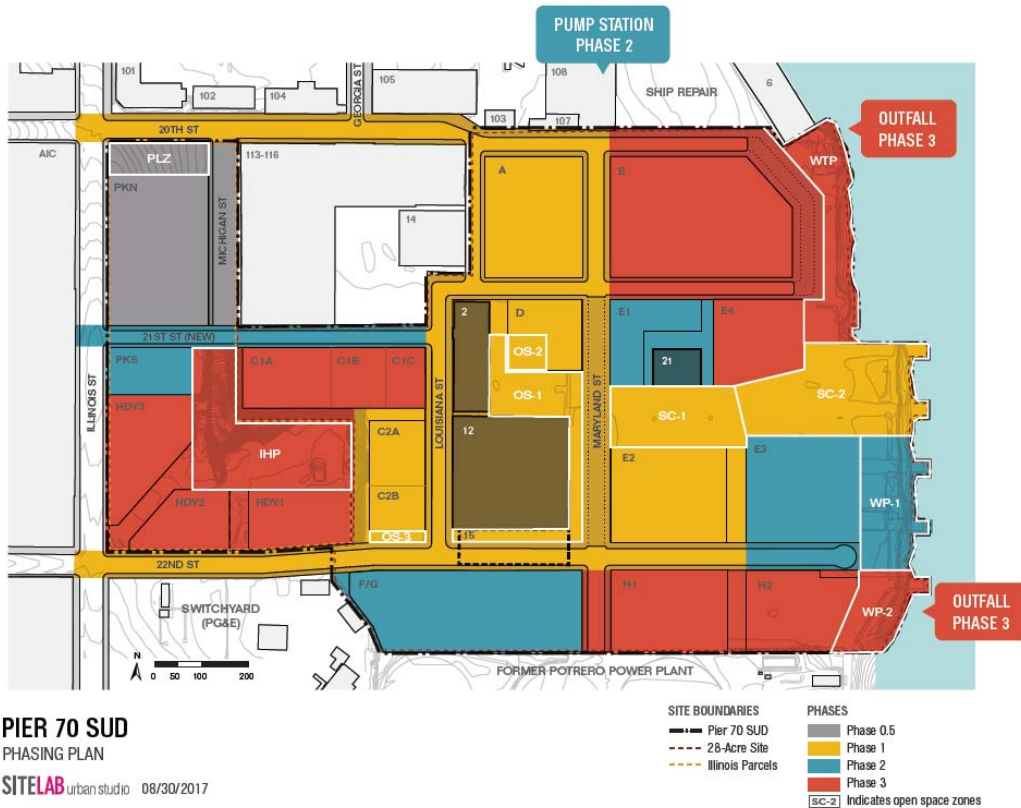
## Context

After more than a decade of planning and community outreach, an election and unanimous project approvals, the Port of San Francisco (the “Port”) and Forest City (“Developer”) are ready to begin construction work related to the 28-Acre Site at Pier 70 (“The Project”). The Project Site is bounded by Michigan Street to the west, 20th Street to the north, San Francisco Bay to the east, and the PG&E Property and former Potrero Power Plant to the south. It contains a minimum of 15 parcels or development pads (which may be further subdivided), three historic buildings, and a network of public open spaces, streets and pedestrian facilities. As envisioned, the Project will include market-rate and affordable residential uses, commercial use, retail and light industrial uses, parking, shoreline improvements, infrastructure development and street improvements, and public open space.

The Project’s environmental document was unanimously certified by the Planning Commission on August 24, 2017, and the Project’s entitlement documents were approved at that same meeting. The Port Commission unanimously approved all Project approvals at its September 26, 2017 and the Board of Supervisors unanimously gave final approval to all Project documents at the November 14, 2017 meeting. The overall scope, program, phasing and public benefits of the Project have not changed from those presented and discussed at the Planning Commission in August 2017.



As described during the Project approvals process, the Project will be built out in three phases over the span of approximately 15 to 20 years. Phase 1 is generally bound by Louisiana Street and the PG&E Hoedown Yard to the west, 20th Street to the north, the San Francisco Bay and Parcel E2 to the east, and 22nd Street to the south. There are no changes to the Phase 1 area as compared to that identified and approved in the DDA, approved in November 2017.



### Phase 1

Phase 1 includes rehabilitation of two historic structures, construction of infrastructure, extension of the street grid, construction of approximately 3.4 acres of new parks and open space, and preparation of development pads for new residential and commercial development. There are no changes to Phase 1 scope of phase improvements as compared to the DDA approved in 2017.

Table 1 below summarizes the proposed land uses, building heights, residential unit count, tenure, and commercial and retail square footage projected for each parcel in Phase 1. All development within Phase 1 conforms to the land use standards detailed in Table 2.1.1 of the D4D and the Pier 70 SUD.

**Table 1: Projected Land Uses in Phase 1**

Parcel	Land Use	Height (ft)	Tenure	Units	Office (gsf)	RALI (gsf)
<b>Residential Parcels</b>						
2	Residential	Historic	Rental	108 to 132		
E2	Residential	70'	Rental	222 to 272		
D1	Residential	90'	Condo	116 to 142		
C2B	Residential	90'	Condo	57 to 69		
C2A	Residential	90'	Affordable	105		
<b>Commercial Parcels</b>						
12	Office/RALI	Historic			54,000 to 66,000	95,000 to 115,000
A1	Office	90'			235,000 to 290,000	
<b>Total</b>				<b>608 to 720</b>	<b>289,000 to 356,000</b>	<b>95,000 to 115,000</b>

To prepare the site for construction and proposed infrastructure improvements, the Project will require demolition of certain structures and overall sitewide grading. Five structures (Buildings 16, 19, 25, 32, and 66) are proposed for demolition during Phase 1. Additionally, selective demolition of one structure (Building 15) is proposed, with Building 15's structural frame to remain. HABS documentation has been prepared, submitted to the Port for review and transmitted to local archives, in compliance with Project Improvement Measure I-CR-4a. A public interpretation master plan celebrating the history of the site will also be prepared and submitted to the Port for approval, in accordance with Project Improvement Measure I-CR-4b.

Phase 1 includes rehabilitation of two structures at Pier 70 - Building 2 and Building 12. Building designs will conform with the Secretary of the Interior's Standards for Rehabilitation.

#### *Streets and Utilities*

Starting from the adjacent Dogpatch neighborhood, as part of Phase 1, the street grid will be extended east to the newly renovated waterfront on 22<sup>nd</sup> Street. Phase 1 includes construction of Maryland Street, the primary north-south spine of the Project. New intersection and signalization improvements are also planned for gateway streets (20th Street and 22nd Street at Illinois Street).

The Project proposes to construct public utility systems during Phase 1 to support future construction. The utility layout is designed to connect the Project's proposed utility infrastructure to existing adjacent public utility infrastructure. Proposed utility improvements include: (1) Low pressure water main; (2) Non-potable water main; (3) Auxiliary Water Supply Main and AWSS Hydrants; (4) Combined Sewer; (CS) Main/Combined Sewer Storage (CSS) facility; and (5) Dry Utility Systems.

#### *Parking*

Table 2 shows the number of parking spaces to be authorized to be constructed as part of Phase 1. The Pier 70 SUD does not require off-street parking for any use. The maximum quantities of off-street parking specified in Table 2 below illustrate the amount of off-street parking that may be provided as accessory parking, calculated from the proposed program for Phase 1.

**Table 2: Projected Off-Street Parking in Phase 1**

Land Use	Maximum Parking Ratio	Development Program	Off-Street Parking Spaces <sup>1</sup>
Residential	0.6 spaces per residential unit	608 to 720 units	401 to 475
Office	1 space per 1,500 square feet of gross floor area	289,000 to 356,000	212 to 261
Other Uses	none permitted	95,000 to 115,000	0
<b>Total</b>			<b>613 to 736</b>

Notes

1. Assumes 10 percent increase over maximum parking ratio during Phase 1, as permitted by Section 249.79(l)(5) of the Planning Code.

**Public Benefits**

The Project approvals and entitlement documents require that the Project deliver a number of important public benefits. Phase 1 community benefits include:

*Affordable Housing*

The Affordable Housing Plan (“AHP”) for the Project is designed to facilitate development of at least 30 percent of all residential units built as Below Market Rate (“BMR”) Units.

- Twenty percent of rental units in each market-rate rental project are required to be affordable to households with a range of incomes on average not exceeding 80 percent of Area Median Income.
- Additionally, each vertical developer of a for-sale market rate project will pay a fee in-lieu of providing below market rate units on-site. This fee will be dedicated to the construction of 100 percent affordable buildings.
- The remaining required units will be delivered via 100 percent affordable buildings to be developed by affordable housing developers selected by the Mayor’s Office of Housing and Community Development (“MOHCD”). The 100 percent affordable buildings at full build-out will include no less than 327 BMR Units; of which 105 units will be constructed in Phase 1.

Table 3 below outlines projected affordable housing in Phase 1. In order to ensure that the overall requirements of the AHP can be met, the AHP requires that at build-out of each phase area of the Project no fewer than 20 percent of all residential units cumulatively built be BMR units. As shown below in Table 3, it is estimated that between 26 and 28 percent of all units will be BMR units at build-out of Phase 1.

**Table 3: Projected Affordable Housing in Phase 1**

Parcel	Land Use	Projected Tenure	Projected Units	BMR Units	Percent BMR
<b>Residential Parcels</b>					
2	Residential	Rental	108 to 132	22 to 26	20%
E2	Residential	Rental	222 to 272	50 to 61	20%
D1	Residential	Condo	116 to 142	in-lieu fee	in-lieu fee
C2B	Residential	Condo	57 to 69	in-lieu fee	in-lieu fee
C2A	Residential	Affordable	105	105	100%

**Commercial Parcels**

12	Office/RALI	
A1	Office	

<b>Total</b>		<b>608 to 720</b>	<b>171 to 185</b>	<b>26% to 28%</b>
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*Transportation*

Transportation improvements during Phase 1 are intended to reduce the number of vehicle trips and the impacts of vehicular traffic within the Project, the Pier 70 Area, and the surrounding neighborhoods, while promoting and facilitating an array of safe, efficient, and sustainable means of transportation—such as transit services and pedestrian and bicycle facilities—for residents, workers, and visitors to the site. Phase 1 includes the following transportation improvements and programs.

- Establishment of a Transportation Management Agency (TMA) and implementation of TDM Program: TDM measures include tailored transportation marketing services, bike parking and bike share membership, sponsorship of a bike share station, car share parking and membership, and transit subsidies.
- Bicycle facilities and pedestrian safety improvements in design of new or altered streets.
- Driveway and Loading Operations Plan (DLOP): The DLOP provides a set of guidelines outlining specific truck routing, size restrictions, assisted guidance by flaggers, vehicular access restrictions, loading/unloading procedures and time limits, and permitting for curbside loading.
- Estimated generation of approximately \$14 Million in transportation sustainability fee revenues, to be expended in accordance with the Project Development Agreement.

*Workforce*

The Workforce Development Plan delineates several initiatives that apply to the Project including: (1) 17% LBE utilization goal, (2) 30% Local hire requirement, (3) First Source hiring agreements for entry level end use jobs for tenants larger than 25,000 square feet, (4) First Source/Tech SF hiring agreements for tech office tenants larger than 25,000 square feet, (5) marketing and outreach for small local businesses, and (6) funding commitments for City Build and Tech SF, through OEWD. In Phase 1, the Project will contribute approximately \$500,000 in funding to support city programs, City Build and Tech SF, and community based organization, Young Community Developers.

*Other*

The following community improvements will be constructed or implemented as part of Phase 1.

- Child Care: 2,500-square-foot (minimum) child care facility with capacity for 50 children.
- PDR Space: The maker’s market hall in Building 12 is intended to provide 50,000 square feet of PDR space, subject to identification of tenants.
- Affordable Housing Parcel: Delivery of development pad to MOHCD for standalone affordable building development on Parcel C2A.
- Community Facility Space: Up to 15,000 square feet of community facilities.

## **Mitigation Monitoring and Reporting Program**

A Mitigation Monitoring and Reporting Program (“MMRP”) has been established to regulate the monitoring of mitigation measures required of the Project, as set forth in the Final Environmental Impact Report. Prior to the issuance of building permits, Port and/or City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the Project construction, development and design phases. The following mitigation measures will apply during Phase 1 infrastructure improvement construction.

### Cultural Resources

- Archeological Testing, Monitoring, Data Recovery and Reporting (M-CR-1a)
- Interpretation (M-CR-1b)
- Preparation of Historic Resource Evaluation Reports, Review, and Performance Criteria (M-CR-5)

### Transportation and Circulation

- Monitor and increase capacity on the 48 Quintara/24th Street bus routes as needed (M-TR-5)
- Improve pedestrian facilities on Illinois Street adjacent to and leading to the project site (M-TR-10)

### Noise and Vibration

- Construction Noise Control Plan (M-NO-1)
- Vibration Control Measures During Construction (M-NO-3)

### Air Quality

- Transportation Demand Management (M-AQ-1f)

### Biological Resources

- Worker Environmental Awareness Program Training (M-BI-1a)
- Nesting Bird Protection Measures (M-BI-1b)
- Avoidance and Minimization Measures for Bats (M-BI-2)

### Geology and Soils

- Paleontological Resources Monitoring and Mitigation Program (M-GE-6)

### Hazards and Hazardous Materials

- Conduct Transformer Survey and Remove PCB Transformers (M-HZ-2a)
- Conduct Soil Sampling if Stained Soil is Observed (M-HZ-2c)
- Implement Construction and Maintenance-Related Measures of the Pier 70 Risk Management Plan (M-HZ-3a)

### Improvement Measures

- HABS Documentation (I-CR-4a)
- Public Interpretation (I-CR-4b)
- Construction Management Plan (I-TR-A)
- Wind Reduction for Public Open Spaces and Pedestrian and Bicycle Areas (I-WS-3a)
- Wind Reduction for Slipways Commons (I-WS-3c)
- Wind Reduction for Building 12 Market Plaza and Market Square (I-WS-3d)

## Schedule

Table 4 below summarizes the projected Phase 1 Project schedule. The projected schedule is subject to market conditions, processing of design and engineering documents, city review and approval timelines, and the actual construction schedule developed with contractors.

**Table 4: Projected Phase 1 Project Schedule**

<b>Date</b>	<b>Task</b>
Q4 2017	Project Approval
Q4 2017	Phase 1 Submittal
Q1 2018	Start Demolition
Q3 2018	Start Site Prep/Grading
Q3 2018	Start Infrastructure Construction
2021-2022	Finish Infrastructure Construction