



MISSION ROCK

LAND USE &
TRANSPORTATION
COMMITTEE 2.5.2018

Site Context



Timeline

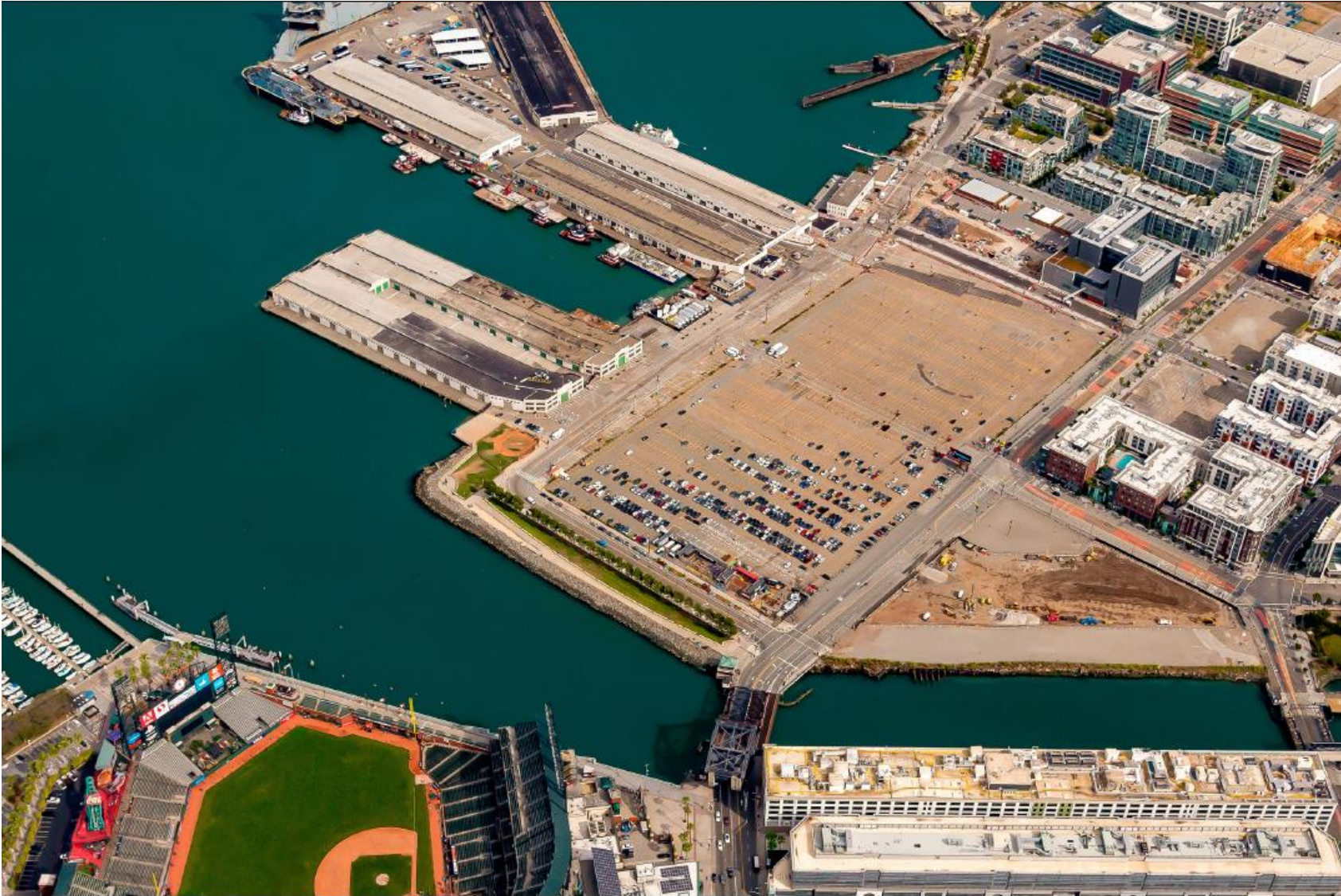


WE ARE HERE

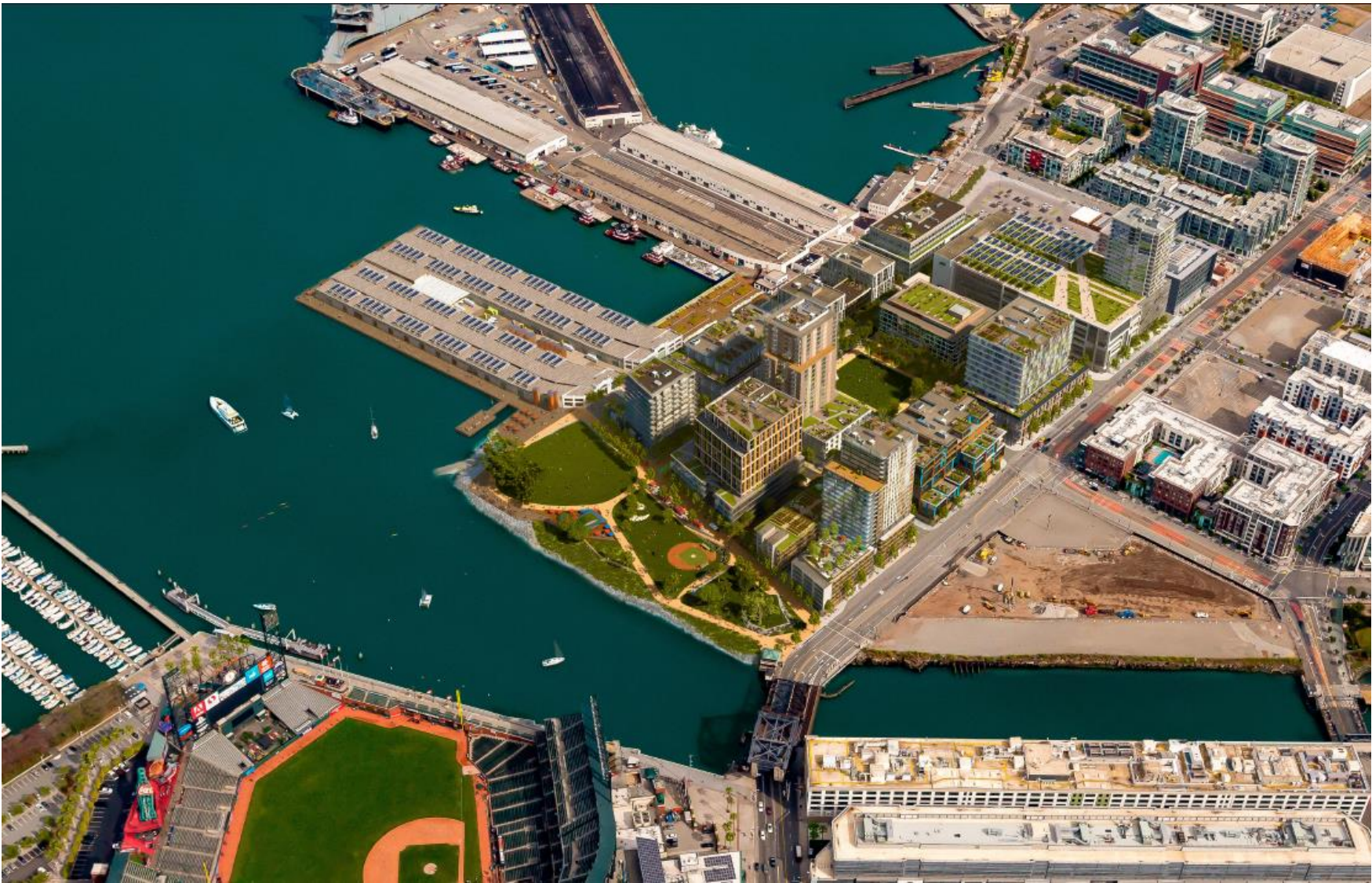


February 2018: Request Board Approvals
 April 2018: Seek State Lands Commission Approvals
 May 2018: Seek BCDC Major Permit

Mission Rock Site Today



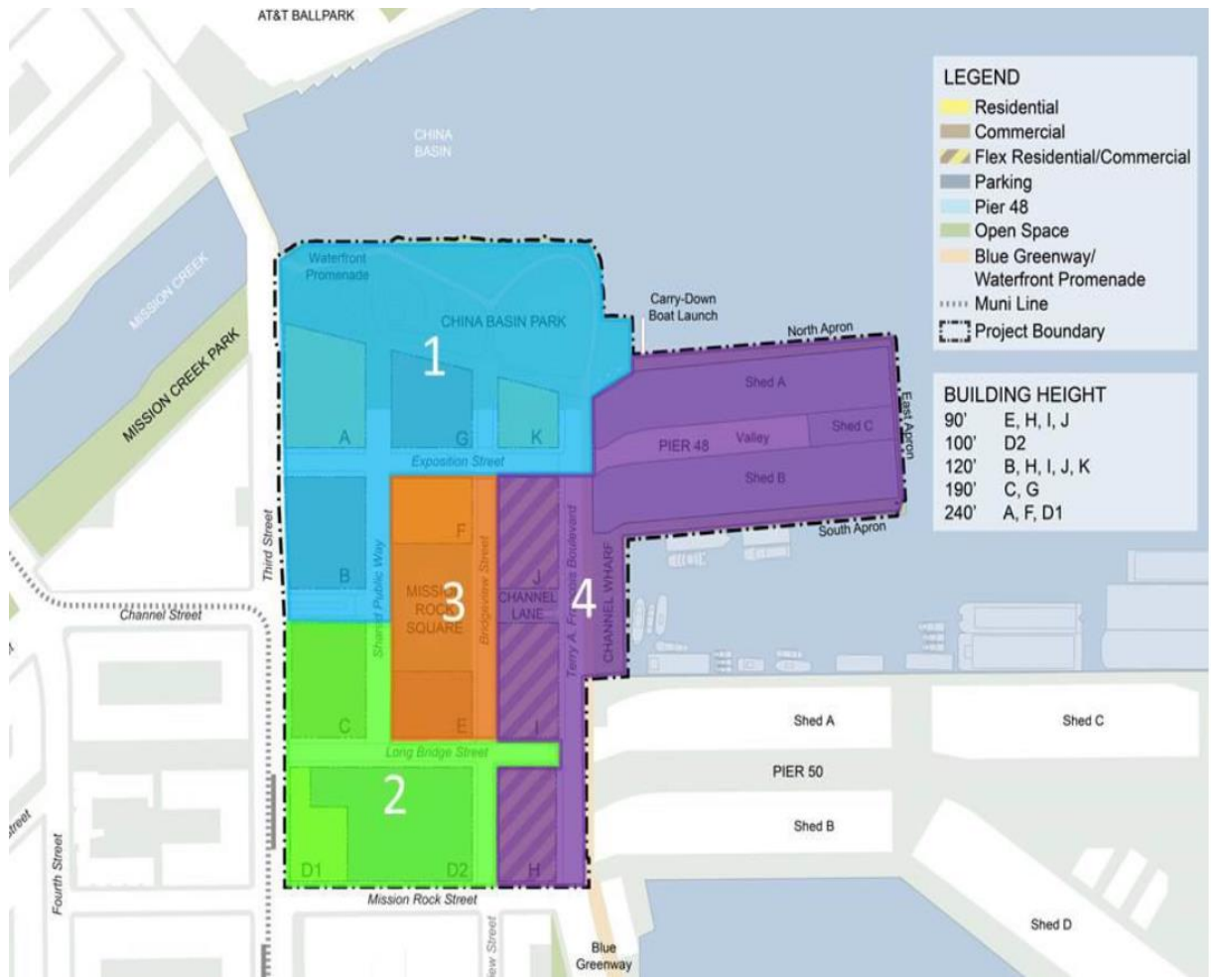
Mission Rock Site at Full Buildout



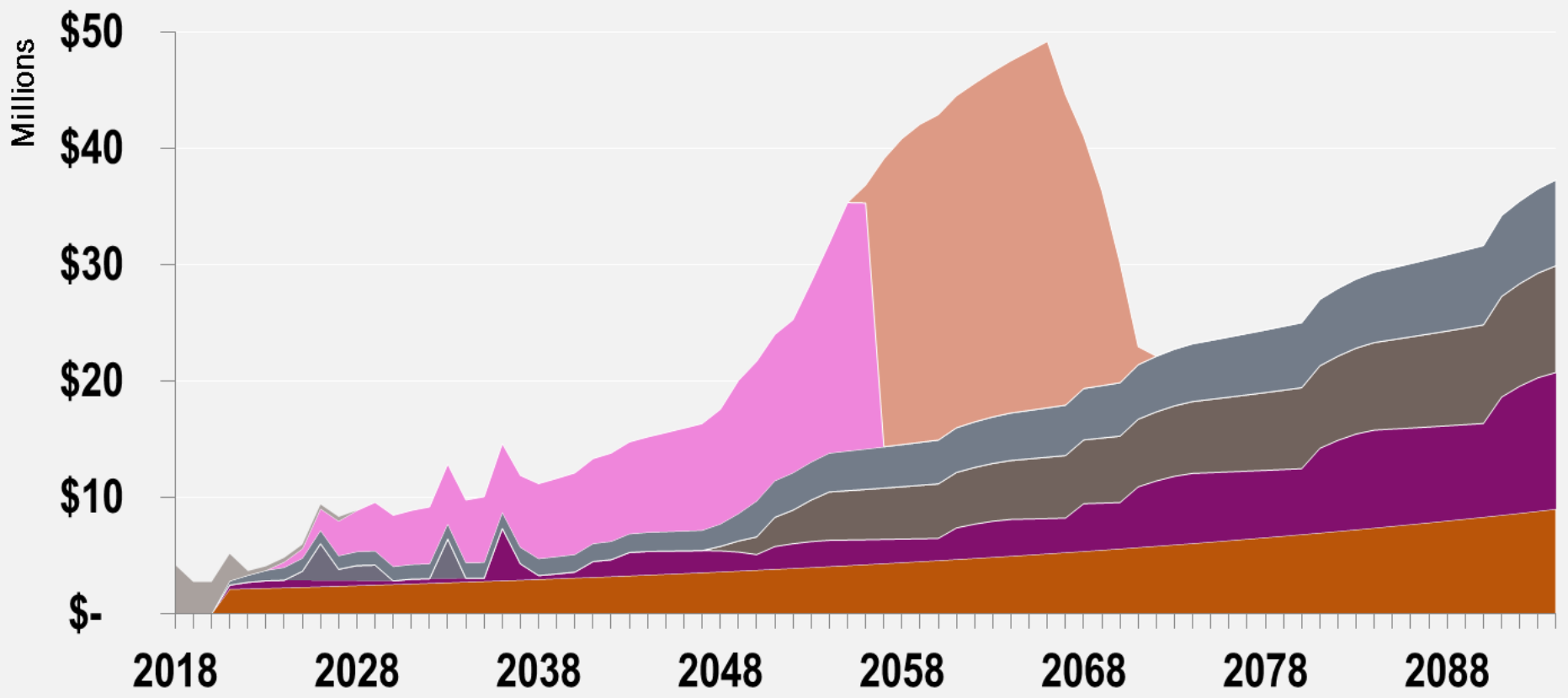
Mission Rock Phasing Plan



The Project is anticipated to be delivered in 4 phases starting in 2019



Projected Port Revenue



- Unrestricted S Ground Rent
- Participation Rent
- Port Transfer Fees
- Other CFD Special Tax Payments
- Resiliency Tax
- Prepaid Leases Payback [IFD]
- All Other TI
- Interim Parking+Pier 48 Rent

Timing of Next Steps



January 30th

Port Commission Approves
Transaction Documents and CEQA
Findings

February 5th

Land Use Committee

February 7th

GAO Committee

January

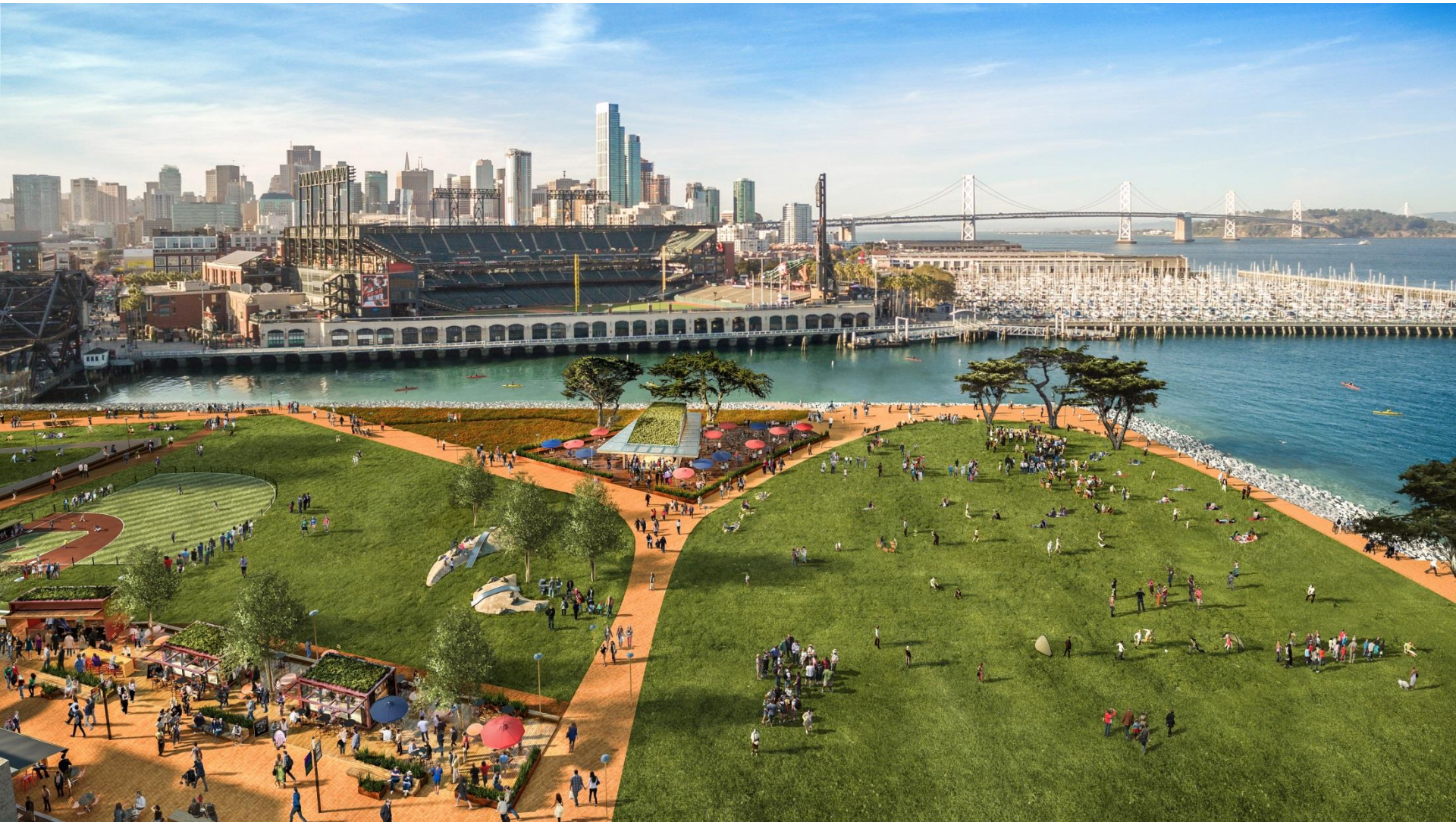
February

February 13th

Board of
Supervisors
Consideration





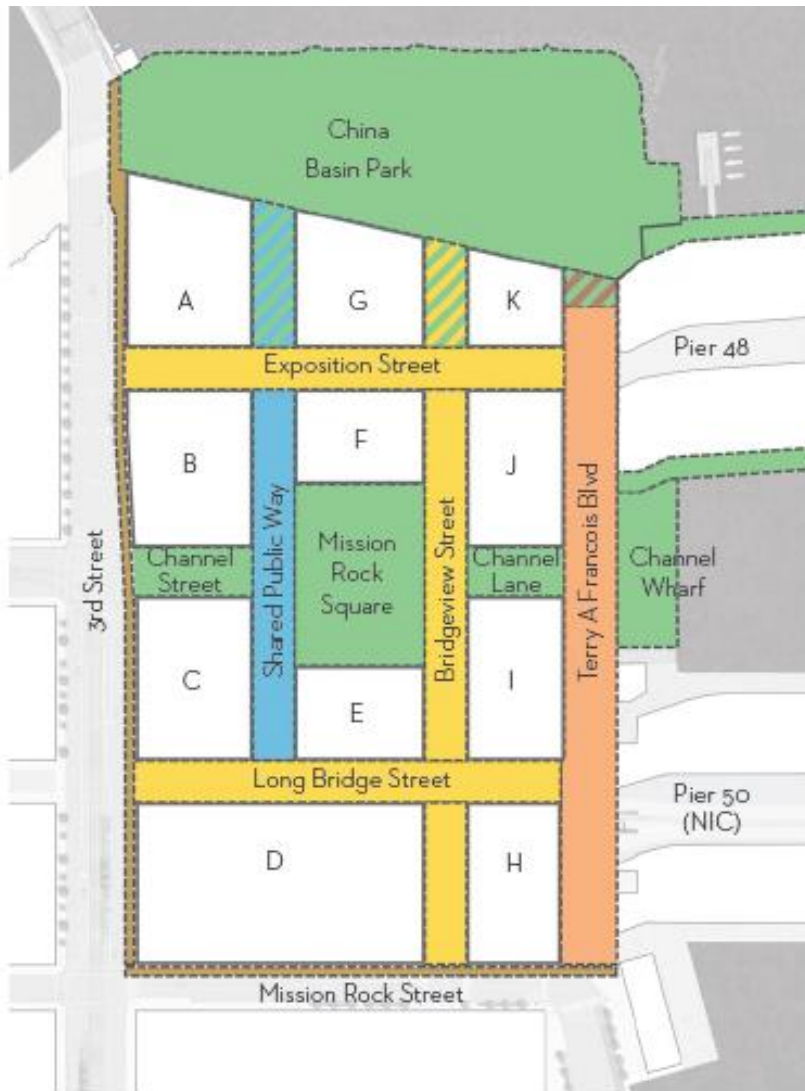








Street Types



LEGEND: STREET TYPOLOGIES

-  Shared Public Way (one-way traffic)
-  Working Waterfront (two-way traffic)
-  Neighborhood Streets (two-way traffic)
-  Paseos (Pedestrian-only street extension)
-  District Street
-  Open Space

Informed by Neighborhood Study



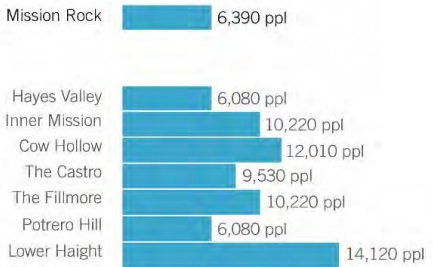
HOUSING

(number of dwelling units)



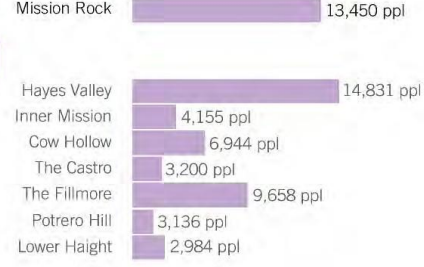
POPULATION

(number of permanent residents)



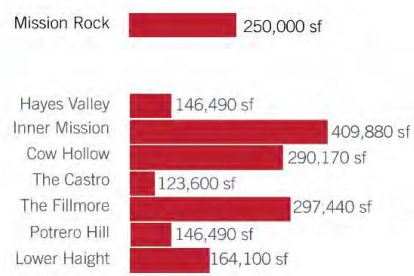
JOBS

(number of permanent jobs)



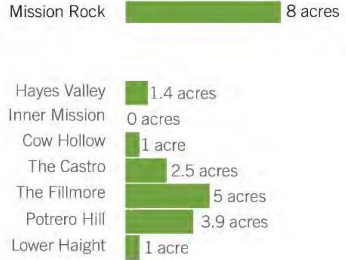
RETAIL

(square feet)



OPEN SPACE

(acres)



TRANSIT

(number of stops)

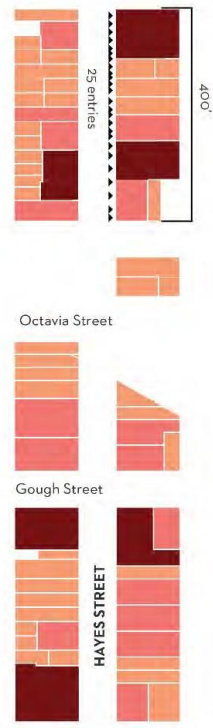


Retail Street Study



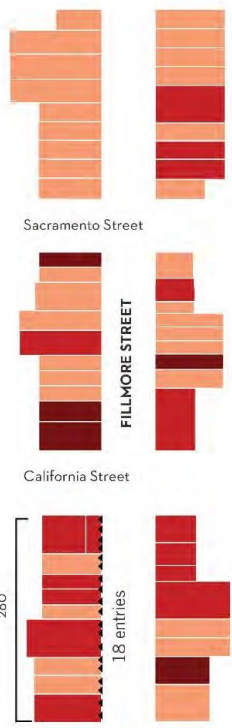
HAYES STREET

8 Average retail entries per 200' of frontage



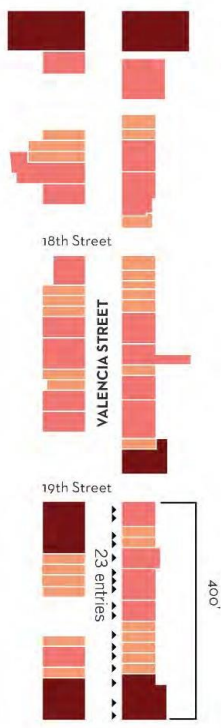
FILLMORE STREET

9 Average retail entries per 200' of frontage



VALENCIA STREET

6 Average retail entries per 200' of frontage



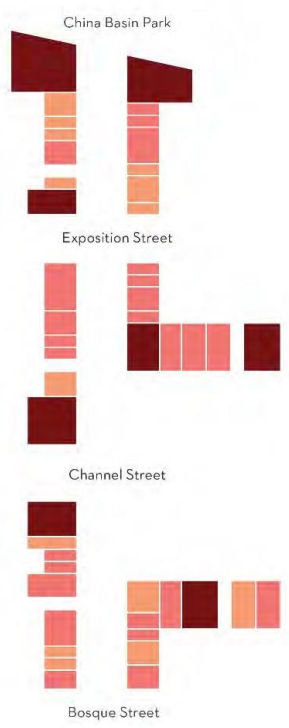
CHESTNUT STREET

7 Average retail entries per 200' of frontage



MISSION ROCK SHARED PUBLIC WAY

6 Average active doorways per 200' of frontage



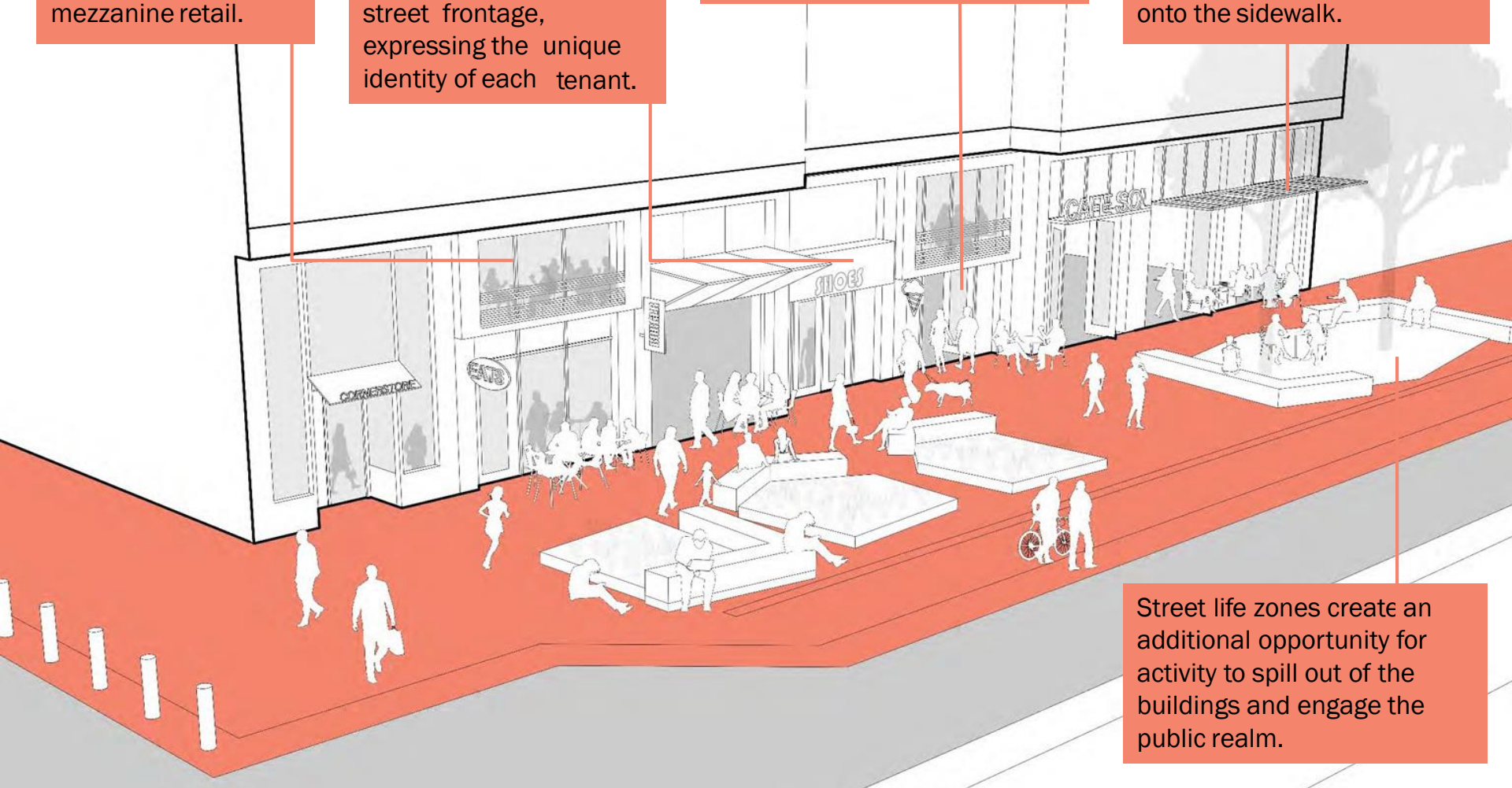
Shared Public Way Guidelines

A higher ground floor height allows for the possibility of mezzanine retail.

Storefronts should create a fine grain of variety along each street frontage, expressing the unique identity of each tenant.

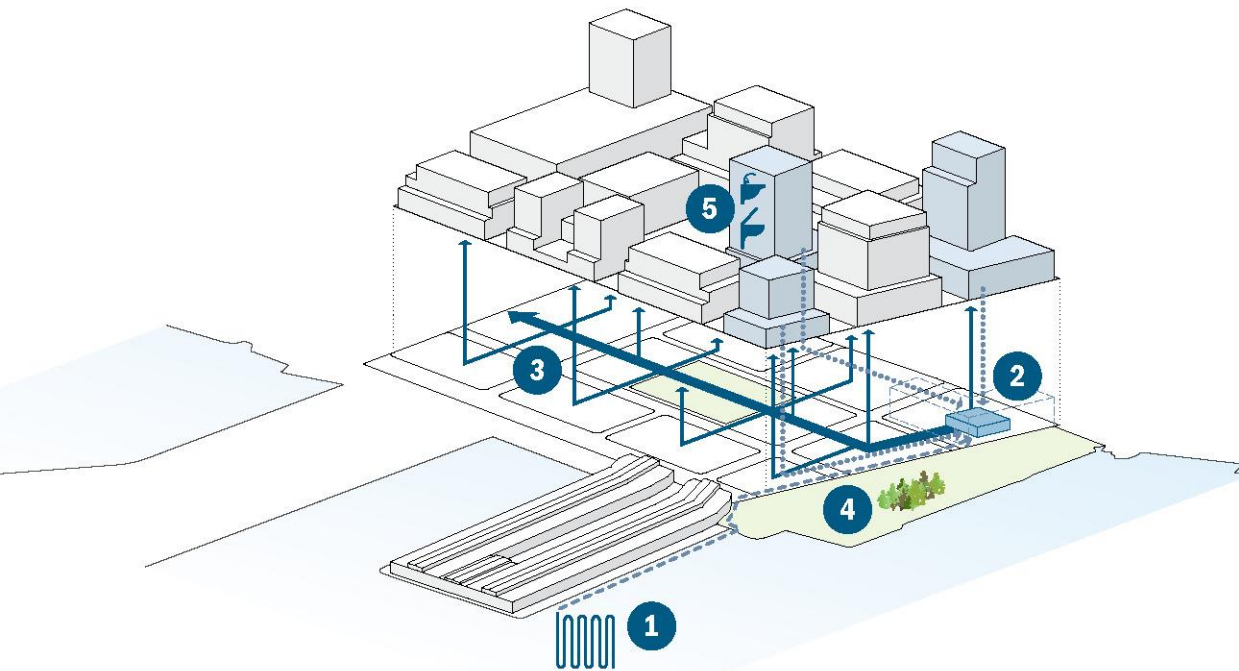
Lines of sight for people inside and outside the building to see one another.

Permeable openings such as sliding and folding doors encourage activity spill out onto the sidewalk.



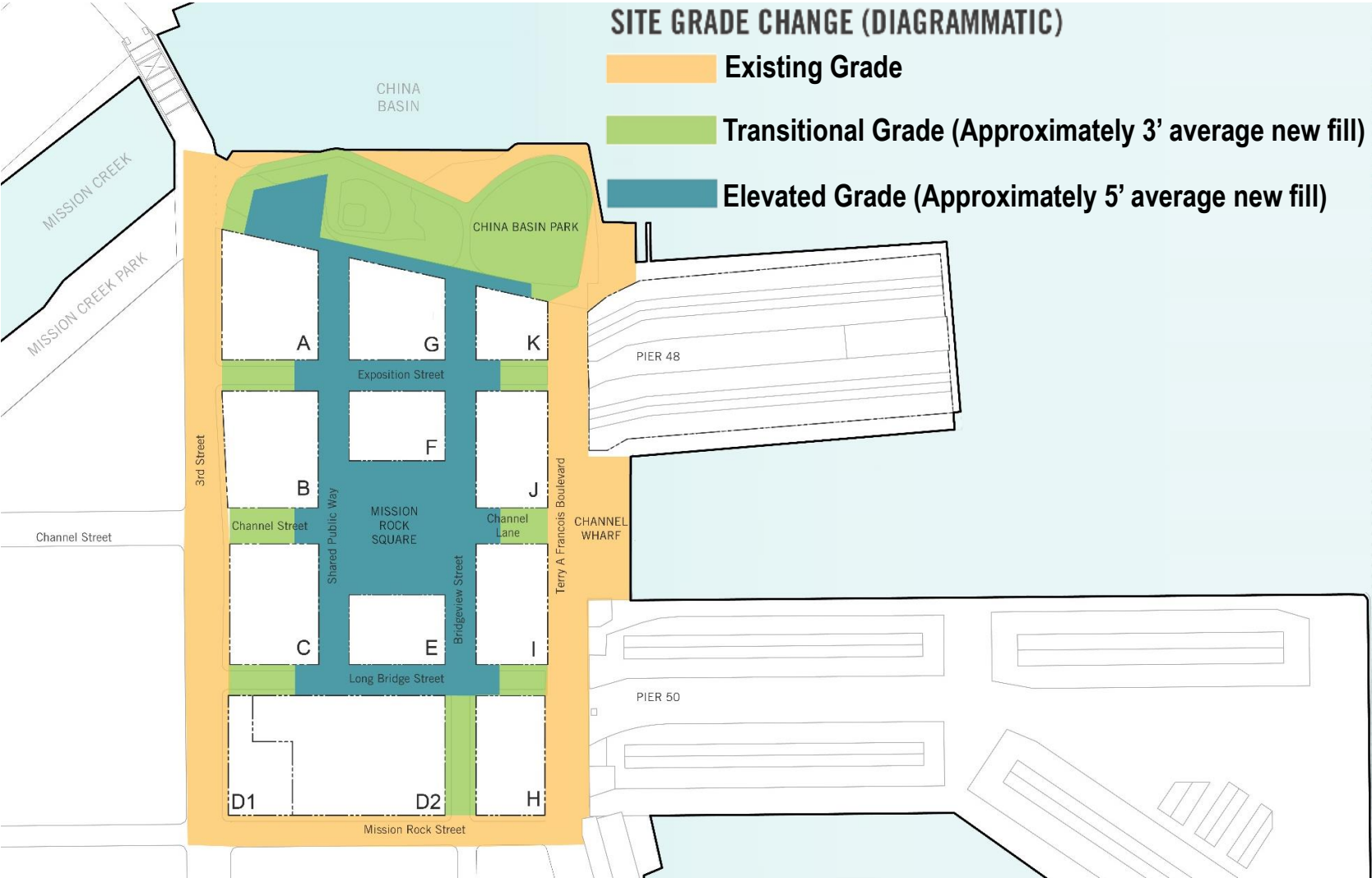
Street life zones create an additional opportunity for activity to spill out of the buildings and engage the public realm.

Water Summary



- 1 The anticipated bay source cooling connection will reduce site-wide water demand by more than 6 million gallons/year
- 2 Buildings A, K, and F collect greywater and send it to a graywater treatment plant
- 3 Anticipated central greywater treatment provides recycled water to meet 100% of flushing and irrigation demands of the entire site. Recycled water is distributed to buildings using "purple pipe"
- 4 Drought tolerant vegetation and efficient irrigation will minimize irrigation demand
- 5 Efficient Fixture and equipment will reduce domestic and process water demand

Sea Level Rise







SUD and Design Controls

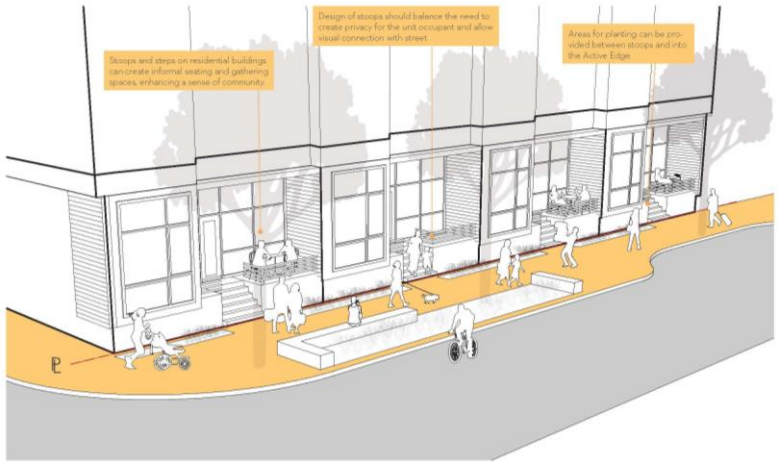


GROUND FLOOR FRONTAGES

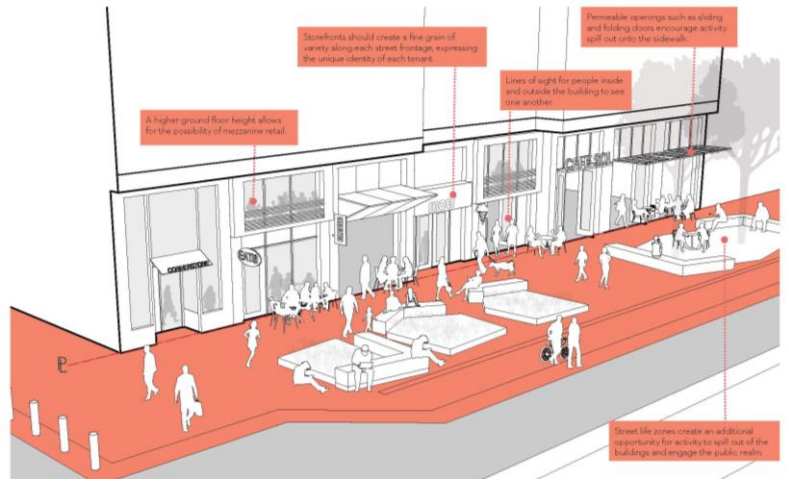
- High Retail Zone
- Parkfront Zone
- Working Waterfront Zone
- Neighborhood Street Zone

Zones are illustrative and not to scale; for minimum depth dimensions see Table 5.5 - Ground Floor Frontage Zone Controls.

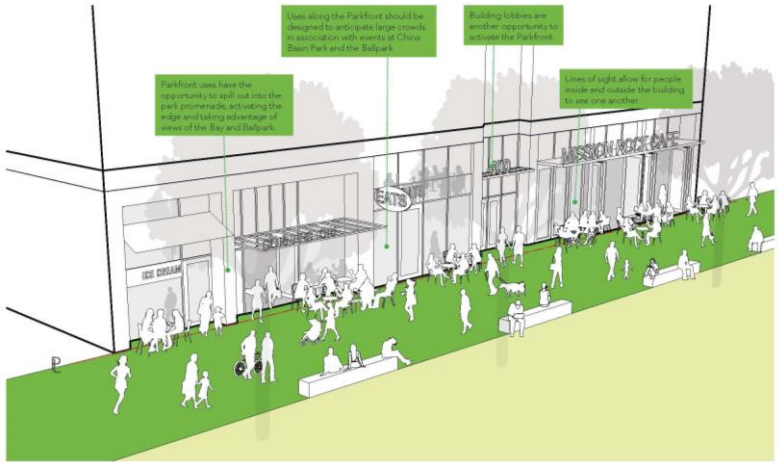
SUD and Design Controls – Frontages



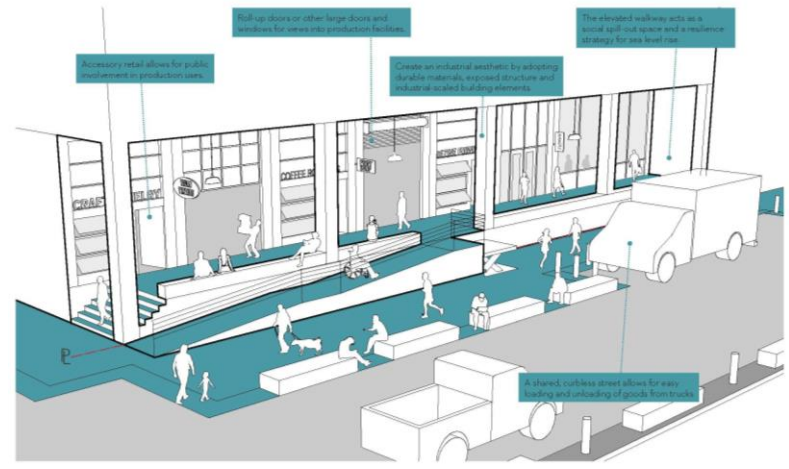
Neighborhood Street Zone



High Retail Zone



Parkfront Zone



Working Waterfront Zone

SUD and Design Controls – Height and Massing



MAXIMUM HEIGHT

- 40' Maximum Base Building Height
- 60' Maximum Base Building Height
- 90' Maximum Base Building Height
- 100' Maximum Base Building Height

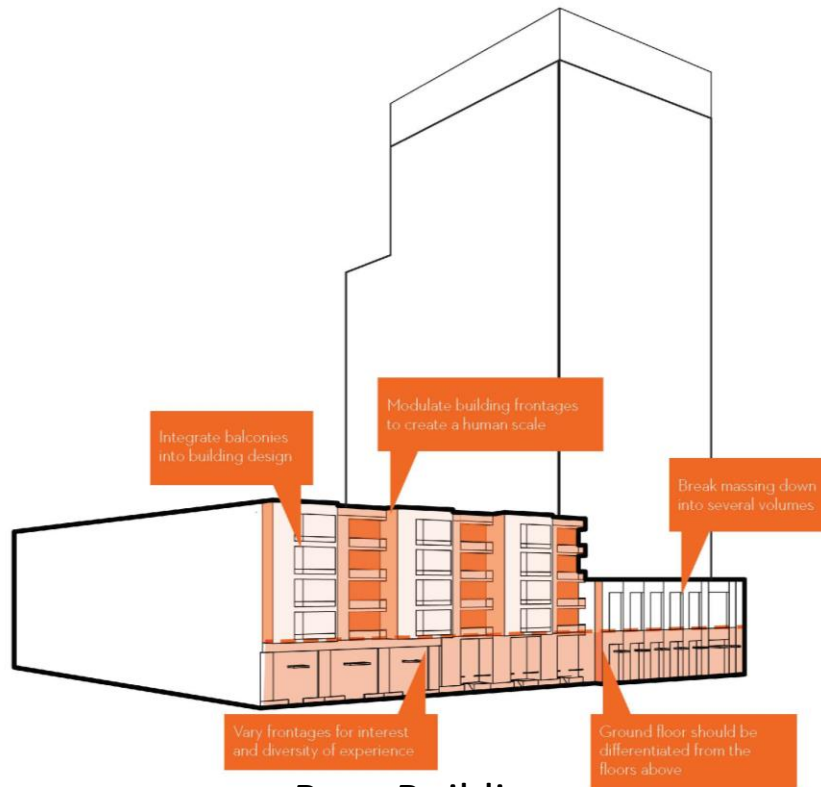
Maximum Building Height Zone

120' Maximum Building Height

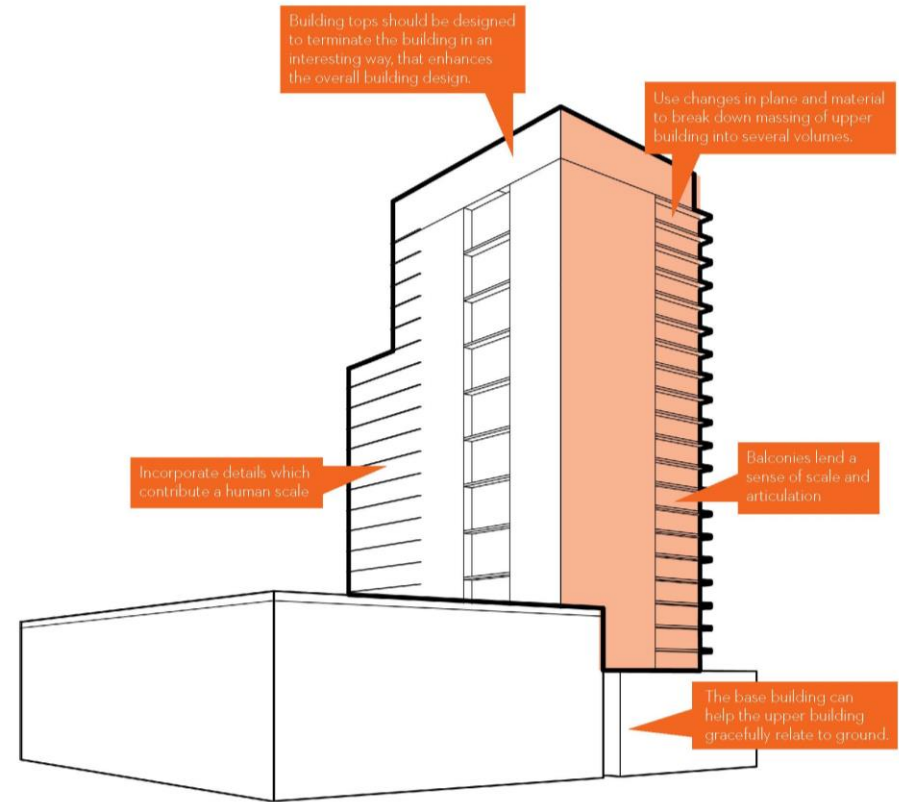
*90'/120' For Flex Blocks: Maximum Building Height is 90 feet if Commercial or 120 feet if Residential.

X Minimum Stepback Required

SUD and Design Controls – Height and Massing

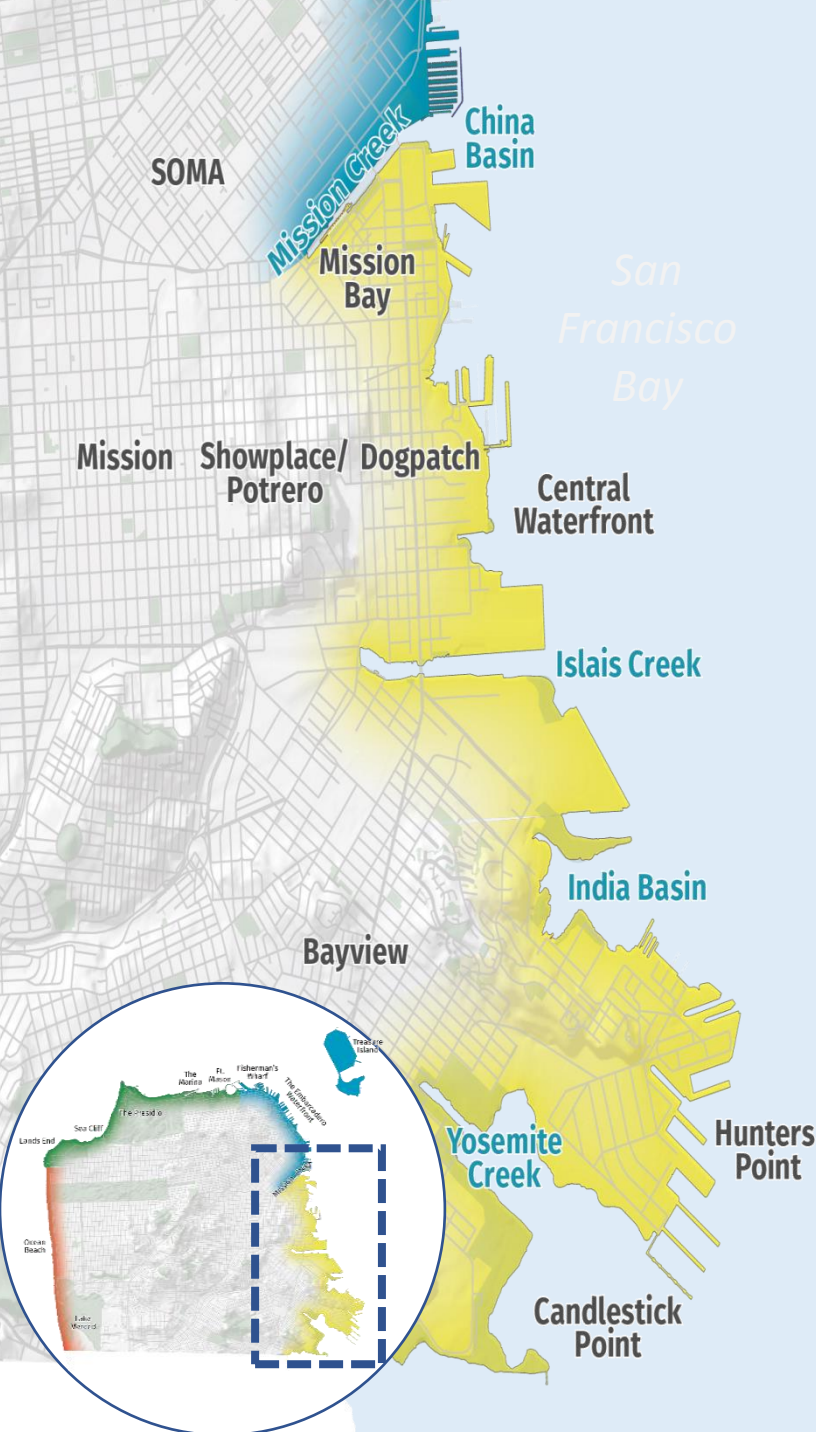


Base Building



Upper Building

Southern Bayfront Negotiation Framework



36,000

People
Already
Live Nearby



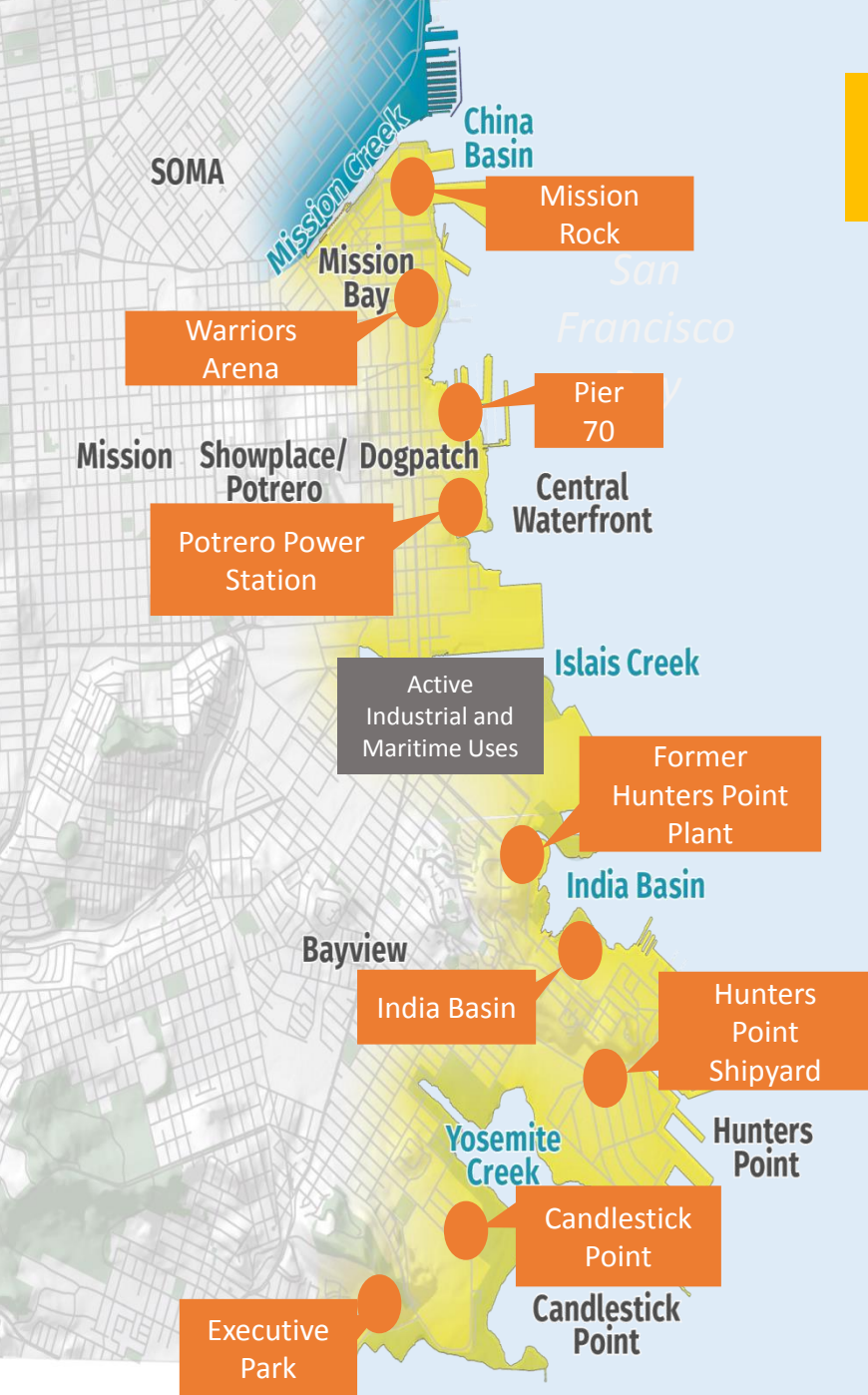
23,000

People
Already
Work
Nearby

This framework focuses investment to address needs of the diverse communities within the Southern Bayfront, while also serving the needs of our growing City

City Family Partners: OEWD, Planning, Port of SF, Recreation and Parks, SFMTA, OCII

Southern Bayfront



20,000 New Households

Over 40,000 new residents



6,700 Affordable Units

33% of new households to be affordable



38,000 New Jobs

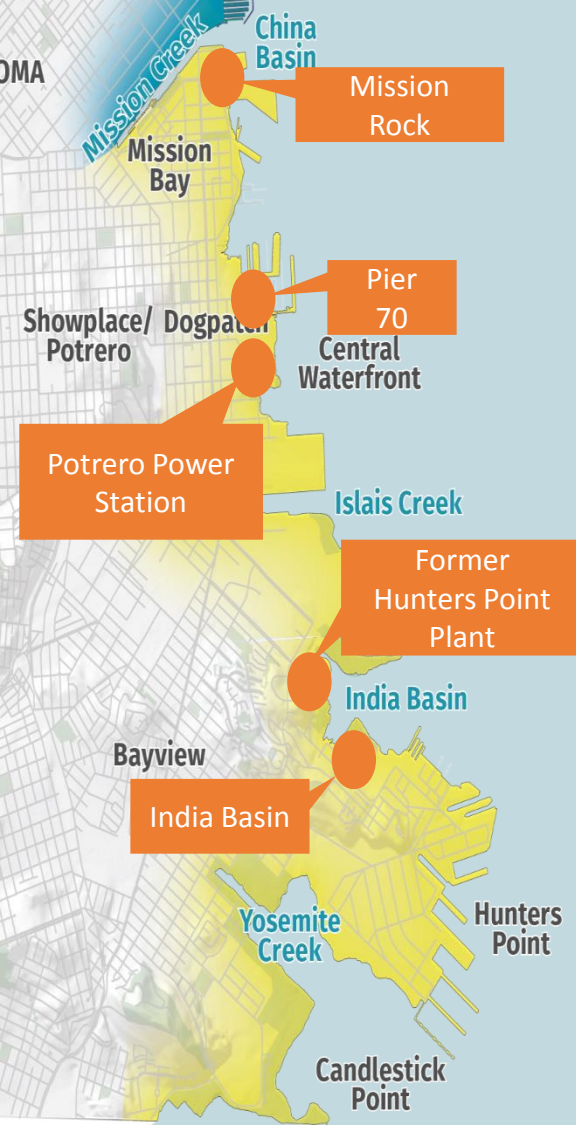
Office, PDR and retail



520+ New and Renovated Acres of Open Space

Half the size of Golden Gate Park. Nearly all of new public open space in the City

Southern Bayfront



Housing Affordability

33% of all new units will be affordable below 150% AMI

Transportation

Enhance transit networks locally and citywide

Sustainability

Use centralized utility systems to reduce resource consumption

Sea Level Rise

Build resilient communities and fund future protection projects

Negotiation Framework

Community Facilities

Reserve storefront space for public and nonprofit services

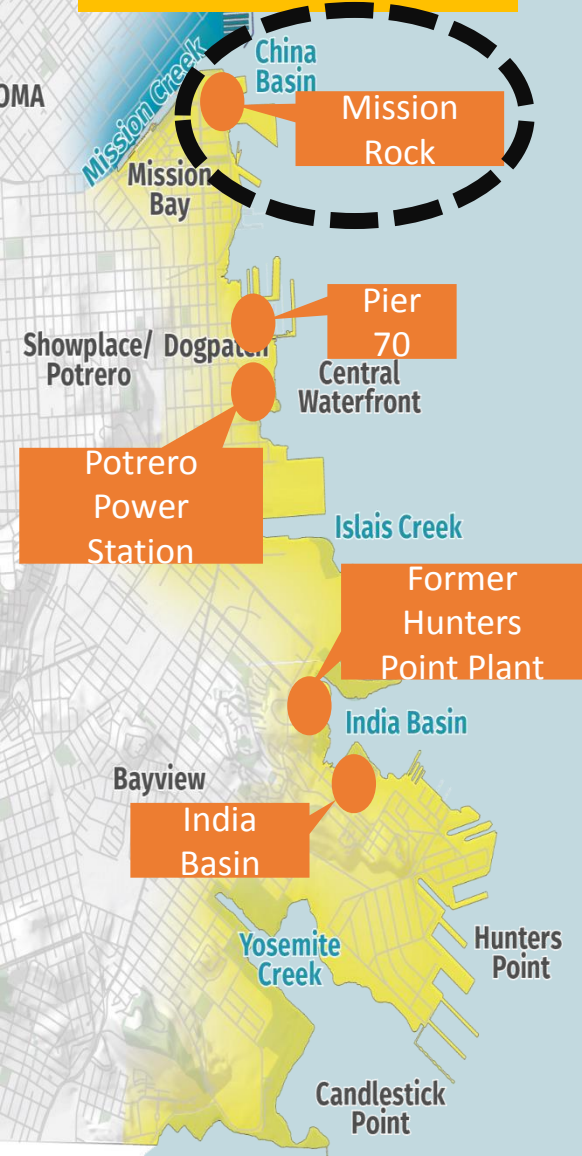
Open Space

Create a network of public waterfront parks and recreation

Workforce Development

Create project-specific employment opportunities

Southern Bayfront



Housing Affordability

40% of all new units affordable at 45% to 150% AMI

Historic Resources

Route to renovation of historic Pier 48

Transportation

\$40M (\$90M total w/Pier 70) to pay for specified transit, bike and ped connections.

Community Facilities

Up to 15,000 gsf for a community serving facility

Sustainability

100% renewable building energy, 20% reduction in vehicle trips, water recycling and waste diversion

Open Space

8 acres total
 - China Basin Park
 - Mission Rock Sq.
 - Channel Wharf

Sea Level Rise

Accommodates 66" SLR + 100yr flood; CFD \$626M for shoreline protection

Workforce Development

30% Local Hire; LBE and FSHA programs; \$1M to build OEWD capacity

Southern Bayfront

Negotiation Framework



Build on Transportation Investments Underway

2017-2022

- Central Subway
- T-Third Increased Frequency
- Blue Greenway
- Transbay Terminal
- Islais Creek Facility
- 16th Street Rapid Bus
- Caltrain electrification
- Bikeshare Expansion

2022-2030

- Geneva Harney BRT
- 16th St. Ferry Landing
- Caltrain extension



Negotiation Framework

1. Site Design

2. Transportation Demand Management (TDM)

- 20% reduction in driving trips
- Compliance monitoring and reporting

3. Transportation Mitigations

4. Transportation Sustainability Fee

- \$40M towards area improvements
 - T-line capacity and reliability
 - Closing gaps in bike/ped networks
 - Area buses
 - Water transit





MISSION ROCK

LAND USE &
TRANSPORTATION
COMMITTEE 2.5.2018