



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20637

HEARING DATE: JANUARY 30, 2020

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.: 2017-011878GPA
Project: Potrero Power Station Mixed-Use Project
Existing Zoning: M-2 (Heavy Industrial)
PDR-1-G (Production, Distribution & Repair-1-General)
Height-Bulk: 40-X, 65-X
Proposed Zoning: P (Public)
Potrero Power Station Mixed-Use District (PPS-MUD)
Proposed Height: 65/240-PPS
Blocks/Lots: 4175/002, 4175/017, 4175/018 (partial), 4232/001, 4232/006, 4232/010, and
non-assessed Port and City and County of San Francisco properties
Project Sponsor: Enrique Landa, California Barrel Company – (415) 796-8945
Staff Contact: John M. Francis – (415) 575-9147, john.francis@sfgov.org

RESOLUTION RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE AMENDMENTS TO THE CENTRAL WATERFRONT AREA PLAN, THE URBAN DESIGN ELEMENT, THE COMMERCE AND INDUSTRY ELEMENT, THE TRANSPORTATION ELEMENT, THE RECREATION AND OPEN SPACE ELEMENT, AND THE LAND USE INDEX OF THE GENERAL PLAN IN RELATION TO THE REDEVELOPMENT OF THE FORMER POTRERO POWER STATION AND MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND PLANNING CODE 340.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides that the Planning Commission periodically recommend General Plan Amendments to the Board of Supervisors; and

WHEREAS, the General Plan consists of goals, policies and programs for the future physical development of the City and County of San Francisco that take into consideration social, economic and environmental factors; and

WHEREAS, the General Plan shall be periodically amended in response to changing physical, social, economic, environmental or legislative conditions; and

WHEREAS, Planning Code Section 340 provides that an amendment to the General Plan may be initiated by the Planning Commission upon an application by one or more property owners, residents or commercial lessees, or their authorized agents; and

WHEREAS, in 2011, the Potrero Power Plant ceased its power-generating operations subject to a Settlement Agreement (“Settlement Agreement”) between then-owner Mirant Potrero LLC (“Mirant”)

and the City. The Settlement Agreement provided Mirant or a future property owner the opportunity to work with the City and community on a redevelopment proposal for the site. In 2016, the California Barrel Company (“Project Sponsor”) purchased the property from then-owner NRG Energy, and in 2017 began an extensive planning process with City agencies and the community to develop a master plan for the site that would implement the Potrero Power Station Mixed-Use Project (“Project”); and

WHEREAS, the site is currently referenced in the General Plan as designated for industrial and PDR use with a height limit of 40 feet, and as such, the Project could not be constructed under the current provisions of the General Plan. However, existing policies in the Central Waterfront Area Plan as well as the Settlement Agreement anticipated redevelopment of the Project site to accommodate a wider range of uses; and

WHEREAS, the Project site is located on roughly 29 acres of land at 1201A Illinois Street immediately south of Pier 70 and encompasses property currently owned by the Project Sponsor, PG&E, the Port of San Francisco, and the City and County of San Francisco. The Project proposal includes developing approximately 2.5 million square feet (“sq ft”) of residential space (2,601 dwelling units), 1.8 million sq ft of commercial uses, including 100,000 sq ft of retail, 800,000 sq ft of office, 650,000 sq ft of life science/laboratory, 240,000 sq ft of hotel (250 rooms), and 35,000 sq ft of Production, Distribution, and Repair (“PDR”) uses. Additionally, it includes 25,000 square feet of entertainment/assembly uses, 50,000 square feet of community facilities, up to 2,686 off-street automobile parking spaces, and 6.9 acres of publicly accessible open space, including a new waterfront park. The proposal would also feature newly created public streets, pedestrian paths, cycle tracks, and the continuation of the Bay Trail. New buildings on the site are proposed to range from 65 feet to 240 feet in height and would generally step down from the middle of the site toward both the east and west. Three existing structures on the site, the Unit 3 power block and Boiler Stack along the waterfront and the Station A building, are proposed for adaptive reuse; and

WHEREAS, the Project Sponsor is proposing development of the Project and has submitted an application to the San Francisco Planning Department (“Department”) for Environmental Review. The Project approvals include (1) General Plan Amendments, (2) Planning Code Text and Map Amendments, (3) the adoption of a Design for Development (“D4D”) document to facilitate implementation, and (4) a Development Agreement (“DA”) between the Project Sponsor and the City and County of San Francisco; and

WHEREAS, to implement the project, the Board of Supervisors must approve legislation amending the Planning Code (Planning Code Text and Planning Code Map amendments) by rezoning the underlying portions of the site from M-2 (Heavy Industrial) and PDR-1-G (Production, Distribution & Repair-1-General) to PPS-MUD (Potrero Power Station Mixed-Use District) and P (Public), rezoning the height district from 40-X and 65-X to 65/240-PPS, and establishing the Potrero Power Station Special Use District (“SUD”) across the 1201A Illinois Street site; and

WHEREAS, on September 5, 2019, the Planning Commission passed Resolution 20511, which demonstrated the Commission’s intent to amend the General Plan, and included by reference, the proposed General Plan Amendment necessary to implement the Project.

WHEREAS, the proposed General Plan Amendments contained in a draft ordinance attached hereto as Exhibit A would (1) amend Objective 1.1, Policy 1.1.8, Map 2, and Objective 5.1 of the Central Waterfront

Area Plan to reflect the mixed-use vision for the subject site; (2) amend Urban Design Element Maps 4 and 5 by establishing maximum height and bulk limits consistent with the proposal; (3) amend Commerce and Industry Element Maps 1 and 2 by reclassifying generalized land uses and densities consistent with the proposal, and Objective 4 to improve the equitable distribution of infrastructure; (4) amend the Recreation and Open Space Element Map 3 by adding new publicly accessible open spaces of significant size (6.9 acres) proposed for the site; (5) amend the Transportation Element Map 11 by adding the Bay Trail Recreational Loop proposed for the site, and; (6) amend the Land Use Index to reflect amendments to the maps described above in the Urban Design, Commerce and Industry, Recreation and Open Space, and Transportation Elements; and

WHEREAS, on January 30, 2020, the Planning Commission reviewed and considered the Final EIR (“FEIR”) for the Project and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and certified the FEIR for the Project in compliance with the California Environmental Quality Act (“CEQA”), the CEQA Guidelines and Chapter 31 by Motion No. 20635; and

WHEREAS, on January 30, 2020, the Commission by Motion No. 20636 approved CEQA Findings, including adoption of a Mitigation Monitoring and Reporting Program (MMRP), under Case No. 2017-011878ENV, for approval of the Project, which findings and MMRP are incorporated by reference as though fully set forth herein; and

WHEREAS, on January 30, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on the proposed General Plan Amendments and has considered the information included in the File for these Amendments, the staff reports and presentations, public testimony and written comments, as well as the information provided about the Project from other City departments.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission hereby finds that the General Plan Amendments promote the public welfare, convenience and necessity for the following reasons:

1. The General Plan Amendments would help implement the Potrero Power Station Mixed-Use Project development by making available currently under-utilized land for needed housing, commercial space, parks and open space, community facilities, and other related uses.
2. The General Plan Amendments would help implement the Project, which, in turn, would provide employment opportunities for local residents during construction and post-occupancy.
3. The General Plan Amendments would help implement the Project by enabling the creation of a mixed-use and sustainable neighborhood with new infrastructure. The new neighborhood would improve the site’s connectivity to and integration with the surrounding City fabric and connect existing neighborhoods to the Central Waterfront.
4. The General Plan Amendments would enable the construction of a new vibrant, safe, and connected neighborhood with active streets and open spaces, high quality and well-designed buildings, and thoughtful relationships between buildings and the public realm, including the waterfront.
5. The General Plan Amendments would enable construction of new housing, including new on-site affordable housing, a wide mix of waterfront recreational opportunities, and other related uses,

including commercial uses. These new uses would strengthen and complement nearby neighborhoods.

AND BE IT FURTHER RESOLVED, that the Planning Commission finds these General Plan Amendments are in general conformity with the General Plan, and that the Project and its approvals associated therein, all as more particularly described in Exhibit E to the Development Agreement on file with the Planning Department in Case No. 2017-011878DVA, are each on balance consistent with the General Plan, as it is proposed to be amended. These General Plan Findings are for the entirety of the Project and all related approval actions that, in addition to the General Plan Amendments, include but are not limited to Planning Code Text and Zoning Map Amendments, DA approval, D4D approval, and other subsequent approvals that are consistent with and further the Project.

HOUSING ELEMENT

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

POLICY 1.8

Promote mixed use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.

POLICY 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The Project is a mixed-use development within walking distance of multiple high-frequency transit lines, including the T-Third light rail line and 22nd Street Caltrain Station with up to 2,601 dwelling units at full project build-out. The Project will include a wide range of housing options. As detailed in the Development Agreement, the Project exceeds the generally prevailing citywide affordable housing requirements of the Planning Code, by reaching a 30% affordability level.

OBJECTIVE 4

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

POLICY 4.2

Provide a range of housing options for residents with special needs for housing support and services.
As described in the Development Agreement, the Project will provide preference to the Homeless Prenatal Program for up to 36 Inclusionary Units over all phases of the project build-out.

OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

POLICY 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

POLICY 11.7

Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

The Project, as described in the Development Agreement and the D4D, includes a program of development accompanied by substantial community benefits designed to revitalize an underutilized industrial site and complement the surrounding neighborhood with a mix of housing, commercial and open space uses. The Project includes the retention and adaptive reuse of two contributing buildings within the Third Street Industrial District, Station A and the Unit 3 Stack, and potentially the retention and adaptive reuse of a third, the Unit 3 Boiler. Additionally, the D4D includes standards and guidelines that ensure the design of new buildings on the site are consistent with the character of the Third Street Industrial District.

OBJECTIVE 12

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

POLICY 12.1

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

POLICY 12.2

Consider the proximity of quality of life elements, such as open space, childcare, and neighborhood services, when developing new housing units.

POLICY 12.3

Ensure new housing is sustainably supported by the City's public infrastructure systems.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

POLICY 13.1

Support "smart" regional growth that locates new housing close to jobs and transit.

POLICY 13.3

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

The Project appropriately balances the construction of new housing and commercial uses with new and improved infrastructure and related public benefits in a sustainable manner. For example, the Project will:

- Host the eastern terminal stop for the new 55 Muni bus line, thereby bringing a high frequency transit line directly onto the Project site for use by residents, workers, and visitors.
- Implement a Transportation Demand Management (TDM) Program to incentive the use of transit, walking, and bicycling as alternatives to the private automobile. This includes the provision of a free shuttle connecting Project residents, workers, and visitors to the 22nd Street Caltrain Station and the 16th Street BART Station.
- Construct a new grid of streets that connects the site to Pier 70, the Dogpatch neighborhood, and additional high frequency transit lines off-site like the T Third Muni and prioritizes safe and comfortable bicycle and pedestrian access.
- Construct and maintain nearly seven acres of new waterfront and upland open space for a variety of active and passive recreational activities.
- Make substantial additional quality-of-life contributions to the Central Waterfront District including space for an indoor recreational center, childcare, and a potential library.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 3

PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

POLICY 3.2

Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

The Project would help meet the job creation goals established in the City's Economic Development Strategy by generating new employment opportunities and stimulating job creation across all sectors. The Project will provide expanded employment opportunities for City residents at all employment levels, both during and after construction. The Development Agreement, as part of the extensive community benefit programs, includes focused workforce first source hiring—both construction and end-user—as well as a local business enterprise component.

OBJECTIVE 5

REALIZE SAN FRANCISCO'S FULL MARITIME POTENTIAL.

POLICY 5.1

Encourage maritime activity which complements visitor activity and resident recreation.

POLICY 5.11

Pursue permitted non-maritime development on port properties.

The Project includes a proposed dock that could host small watercraft and function as a stop on a future water taxi service. Port properties within the Project site will be developed as open spaces that provide San Franciscans with enhanced opportunities to connect to and enjoy San Francisco Bay.

OBJECTIVE 6

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

POLICY 6.4

Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

The Project will construct over 100,000 square feet of retail use concentrated on Humboldt Street, the waterfront, and on certain key corners throughout the site, which will serve the daily needs of residents, employees, and visitors of the site and of the surrounding community. As described in the DA, the Project will make good faith efforts to tenant a portion of its retail space with a full-service grocer.

TRANSPORTATION ELEMENT

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

The Project will host the eastern terminal stop for the new 55 Muni bus line, thereby bringing a high frequency transit line directly onto the Project site for use by residents, workers, and visitors, as well as a shuttle between the Project site and 16th Street BART station. The Project is also a short walk to the T Third Muni line, which offers high frequency service and connections to Downtown, the Bayview, and other City and regional destinations.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.1

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

POLICY 2.5

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The Project is located on underutilized land and will contribute to the creation of new local transportation services. Specifically, the Project will host the eastern terminal stop and Muni operator restroom facility for the new 55 Muni bus line, thereby bringing a high frequency transit line directly onto the Project site for use by residents, workers, and visitors. Additionally, the Project will contribute to the transit service by providing new intersection signals and pedestrian crosswalks on Illinois Street and a shuttle service for those living, working, and visiting the Project running from the site to the 22nd Street Caltrain Station and the 16th Street BART station. Shuttle service would be offered until such transit service is available.

The Project includes a detailed TDM program, including various performance measures, physical improvements and monitoring and enforcement measures designed to create incentives for transit and other alternative to the single occupancy vehicle for both residential and commercial buildings. In addition, the Project's design, including its streetscape elements, is intended to promote and enhance walking and bicycling. The Project features parking-protected bike lanes on 23rd Street, dedicated lanes on 23rd and Maryland Streets, and a new section of the Bay Trail along the waterfront.

OBJECTIVE 8

MAINTAIN AND ENHANCE REGIONAL PEDESTRIAN, HIKING AND BIKING ACCESS TO THE COAST, THE BAY AND RIDGE TRAILS.

POLICY 8.1

Ensure that the Coast Trail, the Bay Trail and the Ridge Trail remain uninterrupted and unobstructed where they pass through San Francisco.

The Project will construct a key section of the Bay Trail in the Central Waterfront, therefore helping to knit together the currently fragmented segments of the regional trail amenity within San Francisco.

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.4

Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.

POLICY 14.8

Implement land use controls that will support a sustainable mode split and encourage development that limits the intensification of automobile use.

The Project will include a network of streets that are designed with robust bicycle, pedestrian, and transit infrastructure to encourage residents, employees, and visitors of the site to use modes of transportation other than the automobile. The mixed-use nature of the Project will also support an environment of reduced automobile use by ensuring jobs, homes, retail, open space, and community uses are all in close proximity to each other.

OBJECTIVE 16

DEVELOP AND IMPLEMENT PROGRAMS THAT WILL EFFICIENTLY MANAGE THE SUPPLY OF PARKING AT EMPLOYMENT CENTERS THROUGHOUT THE CITY SO AS TO DISCOURAGE SINGLE-OCCUPANT RIDERSHIP AND ENCOURAGE RIDESHARING, TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE.

POLICY 16.1

Reduce parking demand through the provision of comprehensive information that encourages the use of alternative modes of transportation.

POLICY 16.6

Encourage alternatives to the private automobile by locating public transit access and ride-share vehicle and bicycle parking at more close-in and convenient locations on-site, and by locating parking facilities for single-occupant vehicles more remotely.

The Project's land use controls, which do not require any parking, would limit off-street auto parking to a maximum one space for every 1,500 square feet of commercial use and 0.6 spaces per residential unit, thereby encouraging use of transit, cycling and other means of travel. The Project would meet generally prevailing citywide standards for bicycle and car share parking and amenities.

OBJECTIVE 18

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

POLICY 18.4

Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including.

As described in the D4D, the Project will construct a network of multi-modal neighborhood streets to complement adjacent uses. Given the local character of the streets, they are designed to include multiple traffic calming strategies including raised crosswalks, narrow travel lanes, street parking, among others, to discourage high traffic speeds.

OBJECTIVE 23

IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

POLICY 23.1

Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

POLICY 23.2

Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.

POLICY 23.6

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

The Project will establish a new street and open space network and provide pedestrian improvements and streetscape enhancement measures as described in the D4D document and reflected in the MMRP and Transportation Plan in the Development Agreement. All project sidewalks will be designed to provide ample space for pedestrians and streets will provide safe pedestrian crossings. Project open spaces will provide additional pedestrian access through the Project site. Each of the new streets will include sidewalk and streetscape improvements consistent with the Better Streets Plan.

OBJECTIVE 24

IMPROVE THE AMBIANCE OF THE PEDESTRIAN ENVIRONMENT.

POLICY 24.2

Maintain and expand the planting of street trees and the infrastructure to support them.

As described in the D4D, the Project will include a robust tree planting program along nearly all development blocks utilizing a tree palette that includes native and climate-adaptive species.

URBAN DESIGN ELEMENT

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.2

Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

The Project will extend the existing street pattern from the Dogpatch and the planned street pattern from the Pier 70 development, while also adding streets to reduce block sizes and enhance connectivity throughout the site. As described in the D4D, street types on the Project site (and their associated dimensions) generally conform to those described in the Better Streets Plan. The D4D also establishes streetwall heights that are intended to provide a consistent sense of enclosure that complements the nature and character of adjacent streets and adjacent open spaces.

OBJECTIVE 2

CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.4

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

The Project includes the retention and adaptive reuse of two contributing buildings within the Third Street Industrial District, Station A and the Unit 3 Stack, and potentially the preservation of a third, the Unit 3 Boiler. Additionally, the D4D includes standards and guidelines that ensure the design of new buildings on the site are consistent with the character of the Third Street Industrial District.

OBJECTIVE 3

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

POLICY 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

The Project's Design for Development document includes an extensive set of height and bulk standards that will help ensure that new development on the Project site complements adjacent development and the Dogpatch neighborhood overall. For example, upper story setbacks above the building podium will be required on almost every block on the Project site, creating streetwalls ranging from 50 to 90 feet in height, depending on the character of the street they face. The blocks along the proposed Craig Lane, which forms the boundary between the Project and the Pier 70 site to the north, will be required to provide building setbacks above 50 feet in order to transition to the lower height development at Pier 70 (generally 90 feet) and to allow for more light to reach the street below. Additionally, the tallest permitted building heights are generally located toward the middle of the Project site near the intersection of Humboldt Street and Georgia Lane and step down in all directions in order to transition to the waterfront and to the lower prevailing heights on properties surrounding the Project site.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 2

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION.

POLICY 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

POLICY 2.4

Support the development of signature public open spaces along the shoreline.

The Project will add 6.9 acres of publicly accessible open space to the Central Waterfront, including significant shoreline parks such as The Point and Stack Plaza. Project parks will provide a wide range of active and passive recreation amenities that meet the needs of San Francisco's diverse population such as a rooftop soccer field, multi-use lawns, picnic areas, a playground, and a civic plaza. The Project will also include an indoor community recreational facility to complement the site's outdoor recreational facilities.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

POLICY 3.3

Develop and enhance the City's recreational trail system, linking to the regional hiking and biking trail system and considering restoring historic water courses to improve stormwater management.

POLICY 3.4

Encourage non-auto modes of transportation—transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

The Project will contribute to the City's recreational trail system by building a new segment of the Bay Trail along the shoreline and provide ample access to new open spaces on the site via transit, shuttle, bicycle, and walking.

OBJECTIVE 4

PROTECT AND ENHANCE THE BIODIVERSITY, HABITAT VALUE, AND ECOLOGICAL INTEGRITY OF OPEN SPACES AND ENCOURAGE SUSTAINABLE PRACTICES IN THE DESIGN AND MANAGEMENT OF OUR OPEN SPACE SYSTEM.

POLICY 4.3

Integrate the protection and restoration of local biodiversity into open space construction, renovation, management and maintenance.

POLICY 4.4

Include environmentally sustainable practices in construction, renovation, management and maintenance of open space and recreation facilities.

The D4D includes standards and guidelines for integrating local biodiversity into Project open spaces—thereby furthering City biodiversity goals—by, for example, establishing a robust native and climate-adaptive plant palette and minimum requirements for native plant use. D4D standards and guidelines also include requirements for sustainable practices in the construction, management and maintenance of open space facilities, such as the required use of non-potable water for irrigation and the consideration to use sustainable and recycled materials for site furnishings and paving materials.

ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO AND USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

POLICY 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

See policies related to the Recreation and Open Space Element.

OBJECTIVE 14

PROMOTE EFFECTIVE ENERGY MANAGEMENT PRACTICES TO MAINTAIN THE ECONOMIC VITALITY OF COMMERCE AND INDUSTRY.

POLICY 14.4

Promote commercial office building design appropriate for local climate conditions.

POLICY 14.5

Encourage use of integrated energy systems.

Standards, guidelines, and considerations related to the sustainable development of the Project site are embedded throughout the entire D4D document. Important among them is the requirement that all Project buildings achieve a certification of LEEDv4 Gold or better, thus helping the City to meet its global commitment to be a net-zero carbon city by 2050 and keeping the City's commercial enterprises at a competitive advantage in a changing economic and climate environment. Additionally, the Project may elect to construct shared thermal energy plants within the project site if feasible. These plants would use shared thermal energy plants within the project site to recover waste heat from commercial buildings for use in space heating and domestic hot water production in residential buildings in order to reduce the project's overall energy and water demands.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

POLICY 15.3

Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

A defining characteristic of the Project's urban design framework is its highly integrated land use mix, which will provide opportunities for residents to work, shop, recreate, and access community amenities and services on site. The Project site's location walking distance from the

Dogpatch neighborhood and Pier 70 will further help to reduce travel requirements for residents and employees.

COMMUNITY FACILITIES ELEMENT

OBJECTIVE 3

ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.

POLICY 3.1

Provide neighborhood centers in areas lacking adequate community facilities.

POLICY 3.3

Develop centers to serve an identifiable neighborhood.

POLICY 3.4

Locate neighborhood centers so they are easily accessible and near the natural center of activity.

POLICY 3.5

Develop neighborhood centers that are multipurpose in character, attractive in design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served.

POLICY 3.7

Program the centers to fill gaps in needed services, and provide adequate facilities for ill-housed existing services.

As described in the DA, the Project will include two new childcare facilities, each of at least 6,000 square feet in size; a new indoor community recreation center of at least 25,000 square feet, and a public library onsite or funding for a public library within $\frac{3}{4}$ of a mile of the Project site. These facilities will greatly enhance the Central Waterfront district and help fill a facilities gap in the neighborhood, which is one of the City's fastest growing.

CENTRAL WATERFRONT AREA PLAN

Land Use

OBJECTIVE 1.1

ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED-USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD.

POLICY 1.1.2

Revise land use controls in formerly industrial areas outside the core Central Waterfront industrial area, to create new mixed use areas, allowing mixed-income housing as a principal use, as well as limited amounts of retail, office, and research and development, while protecting against the wholesale displacement of PDR uses.

The Project will convert an underutilized industrial site, home of the former Potrero Power Plant, into a mixed-use neighborhood with large amounts of housing interspersed with commercial, laboratory, life science, retail, open space, and community uses. Additionally, the Project will continue the long tradition of industrial uses in the Central Waterfront by creating 35,000 square feet of new space for light industrial uses.

OBJECTIVE 1.2

IN AREAS OF THE CENTRAL WATERFRONT WHERE HOUSING AND MIXED-USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

POLICY 1.2.2

For new construction, and as part of major expansion of existing buildings in neighborhood commercial districts, require housing development over commercial. In other mixed-use districts encourage housing over commercial or PDR where appropriate.

POLICY 1.2.3

In general, where residential development is permitted, control residential density through building height and bulk guidelines and bedroom mix requirements.

POLICY 1.2.4

Identify portions of Central Waterfront where it would be appropriate to increase maximum heights for residential development.

The Project's land use plan has a strong focus on residential and all blocks on the Project site will be required to provide active uses on the ground floor, including retail, PDR, residential entries, and community uses. Given the need for additional housing citywide, permitted building heights on the Project site are significantly greater than as currently zoned and residential density is regulated via height and bulk controls rather than prescribed density limits.

OBJECTIVE 1.4

SUPPORT A ROLE FOR "KNOWLEDGE SECTOR" BUSINESSES IN APPROPRIATE PORTIONS OF THE CENTRAL WATERFRONT.

POLICY 1.4.2

Allow medical office and life science uses in portions of the Central Waterfront where it is appropriate.

POLICY 1.4.3

Allow other Knowledge Sector office uses in portions of the Central Waterfront where it is appropriate.

POLICY 1.4.4

Identify portions of the Central Waterfront where it would be appropriate to allow other research and development uses that support the Knowledge Sector.

The Development Agreement requires that at least one development block on the Project site be dedicated to laboratory and/or life science uses, although nearly half the blocks permit these uses.

The Project's close proximity to the UCSF Mission Bay campus position it well to help support the expansion of "knowledge sector" uses in the Central Waterfront.

OBJECTIVE 1.7

RETAIN THE CENTRAL WATERFRONT'S ROLE AS AN IMPORTANT LOCATION FOR PRODUCTION, DISTRIBUTION, AND REPAIR (PDR) ACTIVITIES.

POLICY 1.7.3

Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features that will allow the structure to support various businesses.

PDR uses are permitted on development blocks throughout the Project site, but, as described in the D4D, are required in "Priority PDR Frontages" along 23rd Street and Illinois Street where the site faces existing significant PDR uses. At least 30% of ground floor spaces in Priority PDR Frontages are required to have floor-to-floor ground floor heights of 17 feet while the remainder must be at least 15 feet in height. All Project blocks will include ample loading facilities for PDR businesses.

OBJECTIVE 2.1

ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE CENTRAL WATERFRONT IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES.

POLICY 2.1.1

Require developers in some formally industrial areas to contribute towards the City's very low, low, moderate and middle income needs as identified in the Housing Element of the General Plan.

POLICY 2.1.2

Provide land and funding for the construction of new housing affordable to very low and low-income households.

POLICY 2.1.3

Provide units that are affordable to households at moderate and "middle incomes" – working households earning above traditional below-market-rate thresholds but still well below what is needed to buy a market priced home, with restrictions to ensure affordability continues.

POLICY 2.1.4

Allow single-resident occupancy hotels (SROs) and "efficiency" units to continue to be an affordable type of dwelling option, and recognize their role as an appropriate source of housing for small households.

As described in the Development Agreement, 30% of the residential units produced by the Project will be affordable housing units. This requirement will be met through inclusionary units within market-rate projects at the Project site, conveyance of development parcels, at no cost, to affordable housing developers for the construction of 100% affordable units, and payment of the in-lieu fee to the Mayor's Office of Housing and Community Development for construction of affordable housing in Supervisorial District 10, on not more than 258 (33% of total affordable units) residential units in the aggregate. Inclusionary rental units will be restricted, on average, to

a housing cost that is affordable to households earning not more than 72% of area median income (AMI), while inclusionary for-sale units will be restricted, on average, to a housing cost that is affordable to households earning not more than 99% of AMI. Additionally, the Project will provide preference to the Homeless Prenatal Program for up to 36 Inclusionary Units over all phases of the project build-out. SRO and "efficiency" units are permitted on the Project site.

OBJECTIVE 2.3

REQUIRE THAT A SIGNIFICANT NUMBER OF UNITS IN NEW DEVELOPMENTS HAVE TWO OR MORE BEDROOMS EXCEPT SENIOR HOUSING AND SRO DEVELOPMENTS UNLESS ALL BELOW MARKET RATE UNITS ARE TWO OR MORE BEDROOM UNITS.

POLICY 2.3.3

Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments.

POLICY 2.3.4

Encourage the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities, in affordable housing or mixed-use developments.

As described in the D4D, no less than 30 percent of the total number of proposed dwelling units in each building or phase shall contain at least two bedrooms. Furthermore, no less than 10 percent of the total number of proposed dwelling units in each building shall contain at least three bedrooms; units counted towards this requirement may also count towards the requirement for units with two or more bedrooms. Group Housing, Inclusionary or below-market-rate dwelling units, Single Room Occupancy (SRO) Units, Student Housing, or housing specifically and permanently designated for seniors or persons with physical disabilities are exempt from these requirements.

Family-supportive elements of the Project include two childcare facilities, 6.9 acres of open space, a playground, a community recreation facility, and potentially an on-site public library.

OBJECTIVE 2.5

PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION.

POLICY 2.5.3

Require new development to meet minimum levels of "green" construction.

Standards, guidelines, and considerations related to the sustainable development of the Project site are embedded throughout the entire D4D document. Important among them is the requirement that all Project buildings achieve a certification of LEEDv4 Gold or better, thus helping the City to meet its global commitment to be a net-zero carbon city by 2050.

Built Form

OBJECTIVE 3.1

PROMOTE AN URBAN FORM THAT REINFORCES THE CENTRAL WATERFRONT'S DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

POLICY 3.1.9

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 3.1.11

Establish and require height limits along alleyways to create the intimate feeling of being in an urban room.

The Project includes the retention and adaptive reuse of two contributing buildings within the Third Street Industrial District, Station A and the Unit 3 Stack, and potentially the preservation of a third, the Unit 3 Boiler. Additionally, the D4D includes standards and guidelines that ensure the design of new buildings on the site are consistent with the character of the Third Street Industrial District.

The Project's Design for Development document includes an extensive set of height and bulk standards that will help ensure that new development on the Project site complements adjacent development and the Dogpatch neighborhood overall. In particular, development adjacent to alleys and narrow streets on the Project site such as Craig Lane, Georgia Lane, Louisiana Street, and the northernmost block of Delaware Street, will be required to have upper story setbacks above the building podium that are generally lower—starting at 50 or 65 feet in height—than on most other blocks. This creates a lower overall street wall and an intimate setting that also permits greater access to daylight.

OBJECTIVE 3.2

PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.

POLICY 3.2.2

Make ground floor retail and PDR uses as tall, roomy and permeable as possible.

POLICY 3.2.3

Minimize the visual impact of parking.

POLICY 3.2.4

Strengthen the relationship between a building and its fronting sidewalk.

PDR uses are permitted on development blocks throughout the Project site, but, as described in the D4D, are required in "Priority PDR Frontages" along 23rd Street and Illinois Street. At least 30% of ground floor spaces in Priority PDR Frontages are required to have floor-to-floor ground floor heights of 17 feet while the remainder must be at least 15 feet in height. As described in the

D4D, all ground floor frontages are encouraged to provide a strong visual and physical connection between the sidewalk and interior spaces to ensure a lively and safe public realm. Accessory podium parking is required to be completely wrapped with primary building uses so that it is not visible from the street. The district parking garage must include active ground floor uses and upper story parking levels must be architecturally or artistically screened.

OBJECTIVE 3.3

PROMOTE THE ENVIRONMENTAL SUSTAINABILITY, ECOLOGICAL FUNCTIONING AND THE OVERALL QUALITY OF THE NATURAL ENVIRONMENT IN THE PLAN AREA.

POLICY 3.3.4

Compliance with strict environmental efficiency standards for new buildings is strongly encouraged. Standards, guidelines, and considerations related to the sustainable development of the Project site are embedded throughout the entire D4D document. Important among them is the requirement that all Project buildings achieve a certification of LEEDv4 Gold or better, thus helping the City to meet its global commitment to be a net-zero carbon city by 2050.

Transportation

OBJECTIVE 4.1

IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN CENTRAL WATERFRONT.

POLICY 4.1.6

Improve public transit in the Central Waterfront including cross-town routes and connections the 22nd Street Caltrain Station and Third Street Light Rail.

The Project will host the eastern terminal stop for the new 55 Muni bus line, thereby bringing a high frequency transit line directly onto the Project site for use by residents, workers, and visitors, as well as a shuttle between the Project site and 16th Street BART station. The Project is also a short walk to the T Third Muni line, which offers high frequency service and connections to Downtown, the Bayview, and other City and regional destinations.

OBJECTIVE 4.3

IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN CENTRAL WATERFRONT.

POLICY 4.3.5

Permit construction of public parking garages in Mixed Use districts only if they are part of shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall need for off-street parking in the area.

There are no off-street parking minimums on the Project site. A district parking garage is proposed near the entrance of the Project on Humboldt Street, which would be a shared facility for residents, employees, retail patrons, and visitors. Its location at western edge of the Project site will help reduce automobile traffic on neighborhood streets.

OBJECTIVE 4.4

SUPPORT THE CIRCULATION NEEDS OF EXISTING AND NEW PDR AND MARITIME USES IN THE CENTRAL WATERFRONT.

POLICY 4.4.2

Continue to require off-street facilities for freight loading and service vehicles in new large non-residential developments.

All development blocks on the Project site will include off-street facilities for freight loading and service vehicles.

OBJECTIVE 4.5

CONSIDER THE STREET NETWORK IN CENTRAL WATERFRONT AS A CITY RESOURCE ESSENTIAL TO MULTI-MODAL MOVEMENT AND PUBLIC OPEN SPACE.

POLICY 4.5.4

Extend and rebuild the street grid, especially in the direction of the Bay.

Currently, the only streets on the 29-acre Project site are Humboldt Street, which is currently gated near its intersection with Illinois Street as a private right of way, and 23rd Street. The Project will create a new network of streets with compact blocks that extends the City's street grid all the way to the Bay to the east.

OBJECTIVE 4.6

SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN CENTRAL WATERFRONT AND TO OTHER PARTS OF THE CITY.

POLICY 4.6.5

Facilitate completion of the sidewalk network in Central Waterfront, especially where new development is planned to occur.

POLICY 4.6.6

Explore opportunities to identify and expand waterfront recreational trails and opportunities including the Bay Trail.

The Project will create a new network of streets with robust pedestrian facilities that connect seamlessly to the existing City street grid. It will also complete a large section of the Bay Trail along the shoreline.

OBJECTIVE 4.7

IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION.

POLICY 4.7.1

Provide a continuous network of safe, convenient and attractive bicycle facilities connecting Central Waterfront to the citywide bicycle network and conforming to the San Francisco Bicycle Plan.

POLICY 4.7.3

Support the establishment of the Blue-Greenway by including safe, quality pedestrian and bicycle connections from Central Waterfront.

The Project will create a new network of streets with robust pedestrian facilities that connect seamlessly to the existing City street grid. It will also complete a large section of the Bay Trail/Blue-Greenway along the shoreline.

Streets & Open Space

OBJECTIVE 5.1

PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS.

POLICY 5.1.1

Identify opportunities to create new public open spaces and provide at least one new public open space serving the Central Waterfront.

POLICY 5.1.2

Require new residential and commercial development to provide, or contribute to the creation of public open space.

The Project will add 6.9 acres of publicly accessible open space to the Central Waterfront, including significant shoreline parks such as The Point and Stack Plaza. Project parks will provide a wide range of active and passive recreation amenities that meet the needs of San Francisco's diverse population such as a rooftop soccer field, multi-use lawns, picnic areas, a playground, and a civic plaza.

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE.

POLICY 5.2.1

Require new residential and mixed-use residential development to provide on-site private open space designed to meet the needs of residents.

POLICY 5.2.3

Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

As described in the D4D, new residential development must provide useable open space at a ratio of 36 square feet of private open space (e.g. balcony) per dwelling unit or 48 square feet of common open space (e.g. common courtyard or rooftop) per dwelling unit. The 6.9 acres of open space on the site will provide additional passive and recreational opportunities for residents, employees, and visitors of the site.

OBJECTIVE 5.3

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE.

POLICY 5.3.2

Maximize sidewalk landscaping, street trees and pedestrian scale street furnishing to the greatest extent feasible.

POLICY 5.3.4

Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the plan area.

POLICY 5.3.9

Explore opportunities to identify and expand waterfront recreational trails and opportunities including the Bay Trail and Blue-Greenway.

As described in the D4D, the Project will include a robust tree planting and greening program along nearly all development blocks utilizing tree and plant palettes that include native and climate-adaptive species. The Project will construct a new portion of the Bay Trail along the shoreline.

OBJECTIVE 5.4

THE OPEN SPACE SYSTEM SHOULD BOTH BEAUTIFY THE NEIGHBORHOOD AND STRENGTHEN THE ENVIRONMENT.

POLICY 5.4.1

Increase the environmental sustainability of Central Waterfronts system of public and private open spaces by improving the ecological functioning of all open space.

POLICY 5.4.3

Encourage public art in existing and proposed open spaces.

The D4D includes standards and guidelines for integrating local biodiversity into Project open spaces—thereby furthering City biodiversity goals—by, for example, establishing a robust native and climate-adaptive plant palette and minimum requirements for native plant use. The D4D also includes standards requiring adherence to stormwater management best practices and design to ensure the open spaces are high functioning ecologically.

Public art will be encouraged in all Project open space and the D4D includes a map of recommended locations.

Community Facilities

OBJECTIVE 7.1

PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES.

POLICY 7.1.3

Ensure childcare services are located where they will best serve neighborhood workers and residents.

As described in the DA, the Project will include two new childcare facilities, each of at least 6,000 square feet in size.

OBJECTIVE 7.2

ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS THROUGHOUT THE EASTERN NEIGHBORHOODS.

POLICY 7.2.5

Encourage the creation of new social and cultural facilities in the Central Waterfront area.

As described in the DA, the Project will include a new community center of at least 25,000 square feet as well as a public library onsite or funding for a public library within $\frac{3}{4}$ of a mile of the site.

Historic Preservation

OBJECTIVE 8.2

PROTECT, PRESERVE, AND REUSE HISTORIC RESOURCES WITHIN THE CENTRAL WATERFRONT AREA PLAN.

POLICY 8.2.1

Protect individually significant historic and cultural resources and historic districts in the Central Waterfront area plan from demolition or adverse alteration, particularly those elements of the Maritime and Industrial Area east of Illinois Street.

The Project will include the retention and adaptive reuse of the Unit 3 Stack, in compliance with the Secretary of the Interior's Standards for Rehabilitation, and the retention and adaptive reuse of Station A, which are contributing structures to the Third Street Historic District.

OBJECTIVE 8.6

FOSTER PUBLIC AWARENESS AND APPRECIATION OF HISTORIC AND CULTURAL RESOURCES WITHIN THE CENTRAL WATERFRONT AREA PLAN.

POLICY 8.6.2

Foster education and appreciation of historic and cultural resources within the Central Waterfront plan area among business leaders, neighborhood groups, and the general public through outreach efforts.

The Project D4D includes an Interpretive Vision for the Project site that will serve as a framework for a site-wide interpretive masterplan to be developed in coordination with the Planning Department per Project EIR Mitigation Measure M-CR-5c. The masterplan and Mitigation Measure will ensure that salvaged materials of historical interest on the site are be utilized as part of the interpretative program for the site and help explain to and guide visitors through the long history of industrial uses on the Project site.

AND BE IT FURTHER RESOLVED, that the Planning Commission finds these General Plan Amendments are in general conformity with the Planning Code Section 101.1, and the Project and its approvals associated therein, all as more particularly described in Exhibit B to the Development Agreement on file with the Planning Department in Case No. 2017-011878DVA, are each on balance, consistent with the following Objectives and Policies of the General Plan, as it is proposed to be amended as described herein, and as follows:

- 1) *That existing neighborhood-serving retail uses would be preserved and enhanced, and future opportunities for resident employment in and ownership of such businesses enhanced;*

No neighborhood-serving retail uses are currently present on the Project site. Once constructed, the Project will contain new retail, PDR, and other commercial uses that would provide opportunities for employment and ownership of retail businesses in the community. These new uses would serve nearby residents and the surrounding community. The Development Agreement includes commitments related to local hiring. The construction of the Project will provide opportunities to generate thousands of annual construction jobs and hundreds of permanent jobs at project completion, encouraging participation by small and local business enterprises through a comprehensive employment and contracting policy.

- 2) *That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;*

The Project would provide at full build-out up to 2,601 new residential units, including affordable housing; no housing is currently present on the Project site. The Project is designed to revitalize an underutilized site that most recently hosted a coal-fired power station and to provide a varied land use program that would enhance the surrounding neighborhood. The Project provides a new neighborhood complete with residential, office, retail, PDR, and hotel uses, along with new transit and street infrastructure, and public open space. The Project design provides a desirable, pedestrian-friendly experience with interactive and engaged ground floors. Thus, the Project would preserve and contribute to housing within the surrounding neighborhood and the larger City and would otherwise preserve and be consistent with the neighborhood's unique context.

- 3) *That the City's supply of affordable housing be preserved and enhanced;*

The Project would enhance the City's supply of affordable housing through its affordable housing commitments in the Development Agreement. As detailed in the Development Agreement, the Project exceeds the inclusionary affordable housing requirements of the Planning Code, by reaching a 30% affordability level.

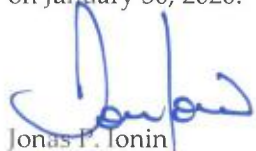
- 4) *That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;*

The Project would not impede transit service or overburden streets and neighborhood parking. The Project includes a robust transportation program with an on-site Transportation Demand Management (TDM) program, facilities to support a new bus line on site, provision of a shuttle

with the proposal; (3) amend Commerce and Industry Element Maps 1 and 2 by reclassifying generalized land uses and densities consistent with the proposal, and Objective 4 to improve the equitable distribution of infrastructure; (4) amend the Recreation and Open Space Element Map 3 by adding new publicly accessible open spaces of significant size (6.9 acres) proposed for the site; (5) amend the Transportation Element Map 11 by adding the Bay Trail Recreational Loop proposed for the site, and; (6) amend the Land Use Index to reflect amendments to the maps described above in the Urban Design, Commerce and Industry, Recreation and Open Space, and Transportation Elements.

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 340, the Planning Commission Adopts a Resolution to Recommend to the Board of Supervisors to approve the Draft Ordinance.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on January 30, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Diamond, Fung, Koppel, Melgar, Moore

NOES: None

ABSENT: Johnson, Richards

ADOPTED: January 30, 2020