



SAN FRANCISCO PLANNING DEPARTMENT

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General Plan Referral

Date: June 14, 2019

Case No: 2010.0515GPR

Project Sponsors: Potrero HOPE SF Phase II Street Vacations

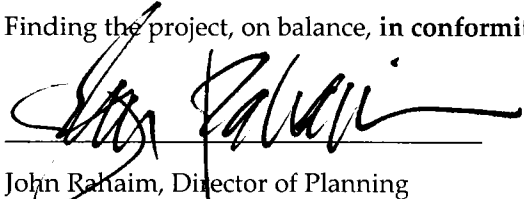
Block / Lot No: 4285B / 001

Project Sponsors: Mayor's Office of Housing and Community Development
Attention: Faith Kirkpatrick

Applicant: Same as Above

Staff Contact: Mat Snyder – (415) 575-6891
Mathew.snyder@sfgov.org

Recommendation: Finding the project, on balance, **in conformity** with the General Plan

Recommended by: 
John Rahaim, Director of Planning

The Planning Department is in receipt of your General Plan Referral Application (Case No. 2010.0515GPR). The application is for street vacations along the 25th Street, 26th Street, Wisconsin Street and Connecticut Street as a part of the development of two blocks of the Potrero HOPE SF Project (Phase II). The street vacations would reduce the respective street widths between 1-foot and 8-feet generally consistent with "Master Approvals" of the Potrero HOPE SF Project.

The Master Approvals generally consist of new zoning (the Potrero HOPE SF Special Use District ("SUD")), the Design Controls and Guidelines ("DCG") document, which provide design requirements for buildings, streets, and open spaces, and a Development Agreement ("DA") between the City and County of San Francisco, the San Francisco Housing Authority, and Bridge Housing. The DA, in turn, includes a Master Infrastructure Plan, which provided general street and parcel dimensions.

The entire Potrero HOPE SF Master Plan Project consists of demolishing all existing 620 units, and vacating portions of the right of way that currently cross the site diagonally and building new streets that would better continue the existing street grid. The Project would transform the four existing super blocks into about 19 new fine-grained blocks, add one major new park along with several smaller parks, plazas and pedestrian ways throughout. The site would feature a new "Main Street" along a newly established

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segment of 24th Street; this new segment of 24th Street would be aligned with commercial and community uses, and parks and open space.

At completion, the Project would include up to 1,700 units, including Housing Authority replacement units (approximately 606 units), and a mix of additional affordable units (approximately 335 units at varying levels of affordability) and market rate units (approximately 661 units). New buildings would provide a consistent street wall with "eyes-on-the-street" active ground floor treatment. A variety of building types including individual townhomes, small apartment buildings and larger corridor apartment buildings would be constructed throughout. Approximately 1,150 parking spaces would be provided for the units largely below grade. Approximately 15,000 gsf of retail, and 30,000 gsf of community-serving uses is also proposed.

On December 10, 2015, the Planning Commission took the following actions regarding the Project:

- Certified the Final Environmental Impact Report (Motion No. 19529)
- Adopted CEQA Finding including a statement of overriding considerations (Motion No. 19530)
- Adopted Findings of Consistency with the General Plan and Planning Code Section 101.1 (Motion No. 19531)

The proposed street vacations along 25th Street and 26th Street (between Wisconsin and Connecticut), and Connecticut Street (between 25th and 26th Streets) are consistent with the respective cross sections in the DCG and the Master Infrastructure Plan, and therefore further the Project for which the Consistency Findings were made.

The proposed street vacation along Wisconsin Street between 25th Street and 26th Street represent a different proposed street cross section than originally contemplated as part of the Master Approvals. Originally, this segment of Wisconsin Street was proposed to feature perpendicular on-street parking along the east side of the street requiring a wider right-of-way. In response to SFMTA, the Project Sponsor is now proposing to convert the perpendicular parking to parallel parking to assure better operation for Muni buses along Wisconsin. The vacation, while narrowing the right-of-way by approximately 4.5-feet, would enable the street to continue to function as it does today while accommodating the proposed proportion of sidewalk width to roadway width to setback depth that is proposed on similarly proposed streets throughout the Potrero HOPE SF Project. While this segment is different than what was originally proposed, it meets the general goals and intent of the Potrero HOPE SF Project by enabling an enhanced well-proportioned pedestrian realm that better accommodates transit. At the same time, vacated right-of-way can be used to enable the production of much needed housing.

Therefore, the proposed Street Vacations are therefore, on balance, consistent with the General Plan and Planning Code Section 101.1.

Attachments

Planning Commission Motion 19531

Attachment A to Planning Commission Motion 19531

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